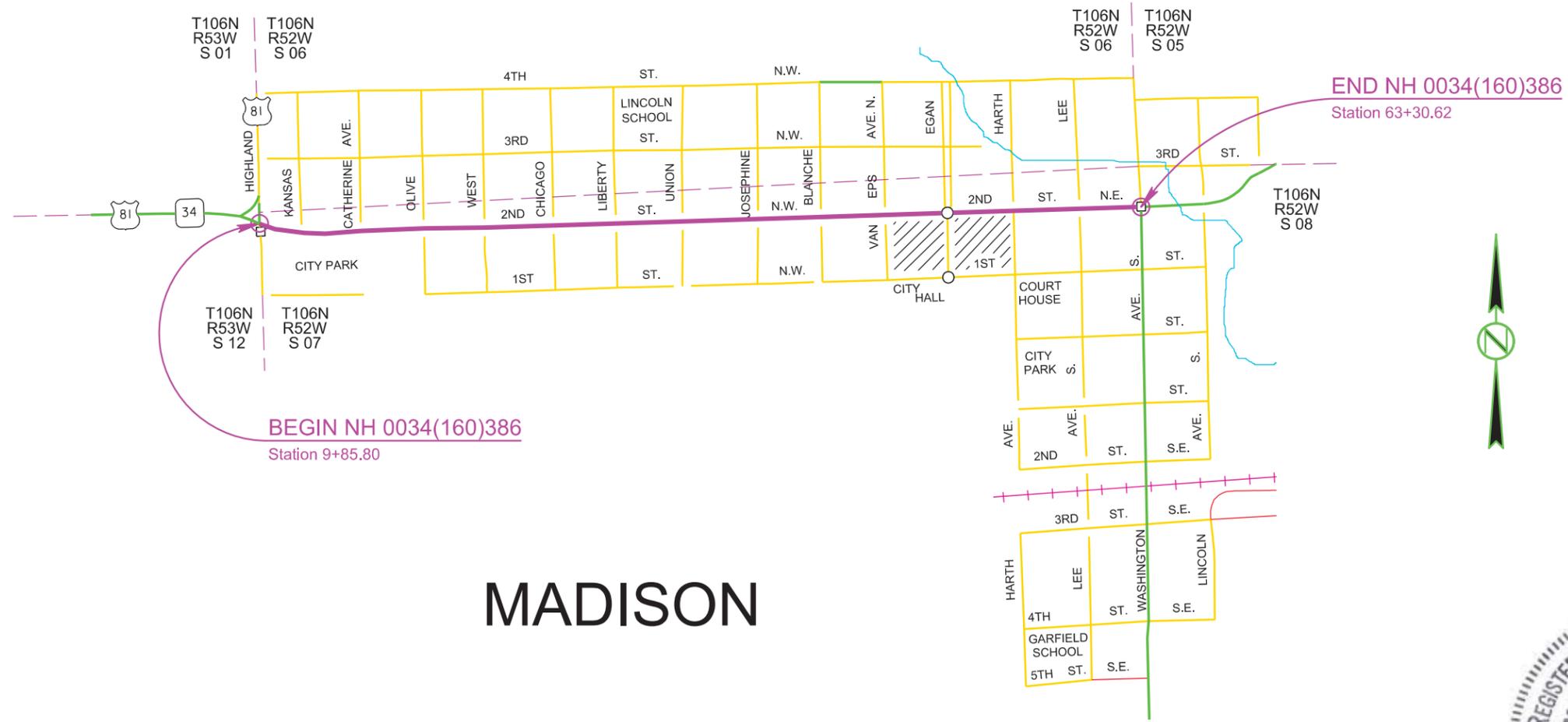


Section C: Traffic Control Plans

INDEX OF SHEETS

- C1 General Layout with Index
- C2-C5 Estimate with General Notes and Tables
- C6 Width Restrictions and Detour Signage
- C7 Traffic Control Signage
- C8-C24 Phase 1 Traffic Control Plans
- C25-C42 Phase 2 Traffic Control Plans
- C43-C52 Phase 3 Traffic Control Plans
- C53-C60 Standard Plates



MADISON



Plot Scale - 1:200

Plotted From - kmay

File - ...ACAD\LAKE02R0\Design\Title.C.dgn

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C2	C60

SECTION C TRAFFIC CONTROL ESTIMATES OF QUANTITIES

Bid Item Number	Item	Quantity	Unit
634E0010	Flagging	80	Hour
634E0110	Traffic Control Signs	2086	SqFt
634E0120	Traffic Control, Miscellaneous	1	LS
634E0285	Type 3 Barricade, 8' Double Sided	118	Each
634E0330	Temporary Raised Pavement Markers	22868	Ft
634E0420	Type C Advance Warning Arrow Board	6	Each
634E0560	Remove Pavement Marking, 4" or Equivalent	2500	Ft
634E0565	Remove Pavement Marking, Arrow	11	Each
634E0600	4" Temporary Pavement Marking Tape Type I	26222	Ft
634E0640	Temporary Pavement Marking	20252	Ft
634E1002	Detour Signing	499	SqFt
634E1020	Temporary Business Signing (Trailblazing)	126	SqFt
634E2000	Longitudinal Pedestrian Barricade	340	Ft
634E2020	Temporary Curb Ramp	2	Each
634E2025	Longitudinal Pedestrian Channelizers	340	Ft
634E2030	Audible Message Device	4	Each

SEQUENCE OF OPERATIONS

The following Sequence of Operations, which is graphically depicted by phases in the following sheets, shall be followed unless an alternate Sequence of Operations is submitted in writing a minimum of two weeks prior to the preconstruction meeting and approved by the Engineer.

Phase 1, concurrent work items to include:

- Concrete pavement reconstruction two proposed westbound lanes of SD 34 (NE 2nd Street) from Highway 81 to Washington Avenue
- Storm sewer upgrade, drop inlet removals, manhole removal, sidewalk and curb and gutter
- Water and sanitary sewer modifications / upgrades
- Electrical work (signals/lighting)
- Temporary drainage connections and/or maintenance
- Erosion control as necessary

Phase 2, concurrent work items to include:

- Concrete pavement reconstruction two proposed eastbound lanes of SD 34 (NE 2nd Street) from Highway 81 to Washington Avenue
- Storm sewer upgrade, drop inlet removals, manhole removal, sidewalk and curb and gutter
- Water and sanitary sewer modifications / upgrades
- Temporary drainage connections and/or maintenance
- Electrical work (signals/lighting)
- Erosion control as necessary

Phase 3, concurrent work items to include:

- Concrete pavement reconstruction of center turn lane of SD 34 (NE 2nd Street) from Highway 81 to Washington Avenue
- Electrical work (signals/lighting)
- Erosion control as necessary
- Permanent pavement marking (completed last during this phase)
- Permanent signing (completed last during this phase)

GENERAL MAINTENANCE OF TRAFFIC

Removing, relocating, covering, salvaging and resetting of permanent traffic control devices shall be the responsibility of the Contractor. Cost for this work shall be incidental to the contract unit prices for the various items unless otherwise specified in the plans. Any delineators and signs damaged or lost shall be replaced by the Contractor at no cost to the State.

Indiscriminate driving and parking of vehicles within the right-of-way will not be permitted. Any damage to vegetation, surfacing, driveways, private property and existing signs resulting from such indiscriminate use shall be repaired and/or restored by the Contractor at no expense to the State, and to the satisfaction of the Engineer.

The Contractor shall provide documentation that all breakaway sign supports comply with NCHRP 350 or MASH crashworthy requirements. The Contractor shall provide installation details at the preconstruction meeting for all breakaway sign support assemblies.

The Contractor is permitted to close individual lanes or close 1/2 the roadway to traffic as work conditions require. The roadway is marked as a five lane roadway to provide two through lanes each direction, one 9' outside and one 10' inside with a 10' wide center two way left turn lane. The existing longitudinal joints are spaced approximately 12' apart due to the roadway originally constructed as a four lane undivided roadway. When lane closures or 1/2 roadway closures are to be installed, traffic control devices are to be installed along the original PCCP longitudinal joints spaced approximately 12' apart.

Work shall be conducted to accommodate the following conditions:

1. Traffic in one through lane in each direction shall be maintained at all times.
2. For both the signalized intersections at Egan and Washington, a multi-way stop is anticipated to be used during all three phases of construction.

When a multi-way stop sign condition is used to control traffic, traffic control devices shall be installed to allow only single lane approaches at the intersections.

3. Traffic signal faces shall be bagged prior to the shut down of a traffic signal or when traffic signals are not working.
4. Signs that will be moved frequently to complete the work may be mounted on portable sign supports. The sign height shall comply with the Federal Manual on Uniform Traffic Control Devices, current edition.

The bottom of signs on portable sign supports shall not be less than 7' above a sidewalk or pathway when the sign is installed outside of the curb. The height to the bottom of a secondary sign mounted below another sign may be 1' less than the 7' height requirement for the primary sign. If the bottom of a secondary sign that is mounted below another sign is mounted lower than 7' above a pedestrian sidewalk or pathway the secondary sign shall not project more than 4" into the pedestrian facility.

Portable sign supports shall not be located on sidewalks, bicycle facilities, or areas designated for pedestrian or bicycle traffic.

5. Pedestrian and bicycle traffic will be accommodated.

Existing STOP signs that are removed shall be reset prior to the end of each day's work or an alternate STOP sign provided. A stop sign on portable supports may be used whenever a permanent ground mounted stop sign is removed. Cost for this work shall be incidental to the contract unit price per unit for Traffic Control.

The Contractor shall notify the Madison Police Department (605-256-7531) prior to the closure of and upon reopening of any phase and/or intersection.

Full depth sawing may be required at the intersections and at an offset parallel to the centerline in order to maintain two-way traffic on existing concrete pavement. The cost for this work shall be incidental to the contract unit price per square yard for Remove Concrete Pavement.

Throughout the project, the Contractor must maintain local traffic and access to businesses and residences at all times. Adequate passage and ramping shall be provided. The Contractor shall keep businesses and residents informed of construction sequences in areas which have a direct effect on their access.

The open excavation remaining in the center of the roadway after the construction of the first two phases of work shall be marked by reflectorized drums or tall cones spaced 25' apart and SHOULDER DROP OFF warning signs. A Type 3 Barricade with stripes slanting from upper left to lower right shall be installed at each end of the excavated median facing approaching traffic. Reflectorized drums will mark the open excavation at the median crossings.

Construction signs shall not obscure existing signs and be a minimum of 50' to 100' from any existing signs.

Where phased construction of the intersections is indicated, it should be understood that the pouring sequence shall correspond with the joint layout shown in Section F.

The Contractor will be required to remove and reset individual traffic control devices during the different phases of construction as detailed in these plans.

The Contractor shall comply with Public Rights of Way Accessibility Guidelines (PROWAG).

Some suppliers of PROWAG compliant products are listed below. The list is not all inclusive. There may be other suppliers.

TEMPORARY DETECTABLE WARNING DEVICE

AlertMat
AlertTile®
215 S Water St, Suite 103
Wilmington, NC 28401
(Toll Free) 877-ADA-MATS (877-232-6287)
Phone: 910-762-7220
Fax: 910-762-7115
Email: info@alerttile.com
Internet site: http://www.alerttile.com



STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C3	C60

GENERAL MAINTENANCE OF TRAFFIC (CONTINUED)

RediMat WZ
 Detectable Warning Systems
 8081 Phillips Hwy, Suite 22
 Jacksonville FL 32256
 Phone: 866-999-7452
 Fax: 904-448-4076
 Email: info@detectable-warning.com
 Internet site: <http://detectable-warning.com>

PEDESTRIAN CHANNELIZER

Safety Wall or Safety Rail
 Plastic Safety Systems
 2444 Baldwin Road
 Cleveland, Ohio 44104
 Phone: 800-662-6338
 Fax: 216-231-2702
 Internet site: <http://www.plasticsafety.com>

Pedestrian Access Route (PAR) Barricade
 Davidson's PAR Type II Barricade
 PEXCO
 1600 Birchwood Ave.
 Des Plaines, IL 60018
 Phone: 1-800-411-4090, 847-296-5511
 Fax: 847-296-1752
 Internet Site: <http://www.pexco.com>

LONGITUDINAL PEDESTRIAN BARRICADE

2001M-BM
 The Yodock Wall Company INC.
 900 Patterson Drive
 Bloomsburg, PA 17815
 Freephone: 1-888-4-YODOCK
 Phone: 1-570-380-2856
 FAX: 570-380-2859
 E-mail: contact@yodock.com
 Internet Site: <http://www.yodock.com>

TraFFix Water-Wall
 TraFFix Devices Inc.
 160 Avenida La Pata
 San Clement, CA 92673
 Phone: 949-361-5663
 FAX: 949-361-9205
 E-mail: ycervantes@traffixdevices.com
 Internet site: <http://www.traffixdevices.com>

Pedestrian Bypass Ramp

Access One
 700 Milwaukee Ave N
 Algona, WA 98001-7408
 Email: info@commercialramps.com
 Phone: 1.800.258.8503
 Fax: 1.877.877.6671
 Internet site: <http://commercialramps.com>

CURB CUT RAMPS

Handi-Ramp, Inc.
 510 North Avenue
 Libertyville, IL 60048
 Phone 800-876-7267 or 847-680-7700,
 Fax 847-816-8866
 Internet Site: <http://www.handiramp.com>

On roadways with posted speeds as shown, Type 3 Barricades shall be installed at the end of a lane closure taper as detailed in these plans.

The Contractor shall use Flaggers as shown on Standard Plate 634.23. Advance warning Flagger signs will be required when Flaggers are present and removed when no Flaggers are present.

PEDESTRIAN TRAFFIC ACCOMMODATIONS

The Contractor shall accommodate pedestrian traffic, including those with disabilities. Bicycle traffic shall also be accommodated.

The Contractor shall submit a detailed plan to the Engineer on how pedestrian and bicycle traffic will be accommodated during the various phases of the work at the affected locations. This plan should be in conformance with the details contained in these plans for pedestrian accommodation. The plan may be submitted at the Preconstruction Meeting. The plan shall be submitted no later than two weeks prior to the start of work.

As a part of the Contractor's plan, the following three intersections shall accommodate pedestrians in a north/south direction throughout all phases of construction:

1. Olive Avenue
2. Egan Avenue
3. Washington Avenue

It will be the Contractor's discretion as to how pedestrian traffic will be maintained, as there is a potential for Olive Ave. to be closed to vehicular traffic under the premise that no more than three consecutive intersections may be closed at once. Should this be the case, it will still be required that pedestrians and bicyclist have north/south access through this intersection.

Some options for consideration to accommodate the pedestrian traffic include:

1. The use of various approved traffic control devices to maintain the pedestrians through or past the immediate work area,
2. The detour of pedestrians and bicycles to the opposite side of the street, alternate routes(s) or around a City block,
3. Manned crossing assistance (crossing guards) combined with an accessible path,

Cost to furnish, install, relocate, maintain and remove all devices necessary to accommodate pedestrian traffic such as longitudinal pedestrian barricades, temporary curb ramps, longitudinal pedestrian channelizers, and audible message devices shall be paid for with the respective bid items. The plan bid item quantities are an estimate of each of the traffic control devices. The Contractor will be paid for the actual quantity used.



Cost to furnish, install, relocate, maintain and remove Sidewalk Work Ahead signs, Sidewalk Closed signs, Sidewalk Closed Ahead Cross Here signs, School Crossing Warning signs, Pedestrian Crossing warning signs, Parking Prohibition signs shall be paid for at the contract unit price per square foot for Traffic Control Signs.

INCIDENTS

An incident is an emergency road user occurrence or unplanned event that impedes the flow of traffic such as an accident, hazardous materials spill or similar event.

The Contractor shall set up a meeting prior to start of work to plan and coordinate the response to an incident. The Contractor will invite the Department of Transportation, the South Dakota Highway Patrol, the City of Madison Police Department, and local emergency response entities to the meeting.

The Contractor will be required to flag traffic, relocate signs and adjust traffic control devices as discussed and agreed to at the Incident Management Meeting.

The Contractor shall provide adequate personnel to accomplish the necessary traffic control work as agreed to in the event of an incident.

No additional payment will be made for this work. Costs for this work shall be incidental to the contract lump sum price for Traffic Control, Miscellaneous.

TEMPORARY RAISED PAVEMENT MARKERS

Temporary Raised Pavement Markers shall be used as temporary pavement marking on existing concrete, new concrete and asphalt concrete areas that will not be removed. Also, Temporary Raised Pavement Markers shall be used on all traffic control tapers.

The Temporary Raised Pavement Markers shall be attached to the roadway surface with a bituminous adhesive capable of being removed from the roadway.

Cost for furnishing, installing, maintaining (including cleaning and replacing, if necessary), removing markers and bituminous adhesive shall be included in the contract unit price per foot for Temporary Raised Pavement Markers.

TEMPORARY CROSSWALKS

4" White Temporary Pavement Marking Tape Type 1 shall be used for any crosswalks.

Cost to furnish, install and completely remove the crosswalk(s) shall be included in the contract unit price per foot for 4" Temporary Pavement Marking Tape Type 1.

TEMPORARY STOP LINES

4" White Temporary Pavement Marking Tape-Type 1 shall be used for any stop lines.

Cost to furnish, install and completely remove these stop lines shall be included in the contract unit price per foot for 4" Temporary Pavement Marking Tape Type 1.

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C4	C60

TEMPORARY PAVEMENT MARKING

Measurement will be per Foot for the length of each temporary pavement marking 4" equivalent width line provided. No measurement or payment will be made for gaps between temporary pavement marking lines.

Quantity of Temporary Pavement Marking was estimated as follows:

	LinFt		
	4" Tape	24" Tape	Total Tape
Phase 1	5323	197	6505
Phase 2	16608	285	18318
Phase 3	937	77	1399
Total			26222

	LinFt		
	4" Paint	24" Paint	Total Paint
Phase 1	13016	529	16190
Phase 2	1740	387	4062
Phase 3	0	0	0
Total			20252

	LinFt	Each
	Marking Removal, Linear	Marking Removal, Arrow
Phase 1	2500	11
Phase 2	0	0
Phase 3	0	0
Total	2500	11

Cost for furnishing, installing, and maintaining (including cleaning and replacing, if necessary) temporary pavement marking shall be included in the contract unit price per foot for Temporary Pavement Marking.

REMOVE PAVEMENT MARKING

Existing pavement markings which conflict with the desired traffic patterns detailed in traffic control layouts shall be removed by the Contractor as determined by the Engineer unless otherwise shown. Removal of pavement markings shall be paid at the contract unit price per foot for Remove Pavement Marking, 4" or Equivalent and per each for Remove Pavement Marking, Arrow respectively.

For work on existing concrete surface, the removal of the existing pavement marking is not expected. The spacing of traffic control channelizing devices shall be 1/2 the normal spacing to properly guide motorists in areas where the existing pavement markings exist. Pavement markings that cause driver confusion shall be removed. The Contractor shall install and maintain temporary double yellow centerline in addition to traffic control channelizing devices.

TEMPORARY BUSINESS SIGNING (TRAILBLAZING SIGNS)

The Contractor will be required to install and maintain "trailblazing" signs to businesses along the project that have their access affected by construction activities. A maximum of two (2) signs with a maximum size of 3' wide by 2' high may be furnished by an individual business. The Contractor will be required to install the signs on temporary supports, maintain and relocate them as necessary, and remove and return the signs to the owners at the completion of the work.

Cost of this work shall be included in the contract unit price per square foot for Temporary Business Signing. Plans quantity was calculated by using an estimated 21 total "trailblazing" signs to be placed and maintained. The Contractor will be paid for the actual square foot of signs placed and maintained. No change in contract unit price will be allowed for any quantity change.

WIDTH RESTRICTION SIGNING

The Contractor will be required to furnish, install, maintain and remove width restriction signs.

These signs shall be covered or removed from view when not applicable.

The cost to furnish, install, maintain and remove the width restriction signs shall be included in the contract unit price per square foot for Detour Signing.

REQUIRED ACCESS FOR MIRACLE TREAT DAY

The Contractor will be required to maintain all access points to and from NE 2nd Street and the following locations for Miracle Treat Day:

1. Dairy Queen; 117 NE 2nd Street
2. Madison United Methodist Church; 304 Egan Avenue N

The date of the 2016 Miracle Treat Day is yet to be determined. The Contractor will be given at least two (2) weeks' notice in advance of Miracle Treat Day so that accommodations for these entrances can be made.

The cost required to change work plans, schedules, or temporarily maintain access to all of said entrances shall be included in the contract lump sum price for Traffic Control, Miscellaneous.

MAINTENANCE OF SITE DRAINAGE

The Contractor is required to maintain site drainage throughout the duration of the project. This includes handling drainage during staged construction, such as in instances where a specified phase may require the construction of an upstream intake not fully tied to the downstream storm sewer reach. In this situation, it is the responsibility of the Contractor to maintain the site drainage, likely through pumping of the intake structure.

For the following intersections, the potential amount of site drainage to be pumped in a significant rain event would be overwhelming to the intersection and contractor forces. Therefore, the Contractor is required to temporarily tie the proposed storm sewer system constructed in Phase 1 with the existing City storm sewer system, until such time in Phase 2 when the new system can be fully constructed and tied into the proposed trunk sewer:

1. Chicago Avenue
2. Liberty Avenue
3. Union Avenue
4. Blanche Avenue

The temporary connection, including the labor and material, as well as the method and location of the temporary connection, shall be included as incidental to the contract bid price for assorted drainage structures and pipe.

SIDE STREET CLOSURES

Because of the street grid in Madison, the Contractor will have the option of full closure of side streets in various phases of the project, as is graphically depicted in the following sheets. However, at no point in time shall more than two (2) out of every three (3) side streets be closed at any given time.

The intersections of Egan and Washington Avenues are not included in the aforementioned options, and must be staged as shown on the plans.

The following sheets have been prepared by depicting all of the side streets as open during the phased construction. Attention is to be given to the note on each page that states the requirement about not closing more than two in a row. It is the Contractor's option for the construction sequencing chosen which meets the requirements of the plans.

Cost to furnish, install, relocate, maintain and remove signage, barricades, markers, channelizers, or other traffic control devices necessary to stage said side streets shall be included in the contract unit price per square foot for Traffic Control Signs.

DETOUR SIGNING

Detour signing shall be installed on breakaway ground mounted supports. All costs for furnishing, installing, maintaining and removing detour signs, posts and mounting hardware shall be incidental to the contract unit price per square foot for Detour Signing.



TRAFFIC CONTROL ITEMIZED QUANTITY LISTING

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C5	TOTAL SHEETS C60
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Plotting Date: 12/9/2015
Revised: 12/9/2015 AJS

ITEMIZED LIST FOR TRAFFIC CONTROL SIGNS

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
R1-1	STOP	25	30" x 30"	6	150
R1-3P	ALL WAY (plaque)	14	18" x 6"	1	14
R2-1	SPEED LIMIT 25	22	24" x 30"	5	110
R3-7R	RIGHT LANE MUST TURN RIGHT	5	30" x 30"	6	30
R3-7L	LEFT LANE MUST TURN LEFT	6	30" x 30"	6	36
R4-7c	(Narrow) KEEP RIGHT (symbol)	45	18" x 30"	4	180
R6-2	ONE WAY	17	36" x 12"	3	51
R9-9	SIDEWALK CLOSED	21	24" x 12"	2	42
R9-11	SIDEWALK CLOSED AHEAD, ARROW, CROSS HERE	14	24" x 18"	3	42
R9-11a	SIDEWALK CLOSED, ARROW, CROSS HERE	2	24" x 12"	2	4
R11-4	ROAD CLOSED TO THRU TRAFFIC	9	60" x 30"	13	117
W1-3	REVERSE TURN (L or R)	3	48" x 48"	16	48
W1-4	REVERSE CURVE (L or R)	2	48" x 48"	16	32
W4-2	LEFT or RIGHT LANE ENDS (symbol)	5	48" x 48"	16	80
W4-3	ADDED LANE	2	48" x 48"	16	32
W6-3	TWO WAY TRAFFIC (symbol)	17	48" x 48"	16	272
W9-3	CENTER LANE CLOSED AHEAD	1	48" x 48"	16	16
W11-2	PEDESTRIAN CROSSING (FLUORESCENT YELLOW-GREEN)	2	36" x 36"	9	18
W12-1	DOUBLE ARROW	5	30" x 30"	6	30
W16-9P	A HEAD PLAQUE (FLUORESCENT YELLOW-GREEN)	2	30" x 18"	4	8
W20-1	ROAD WORK AHEAD	31	48" x 48"	16	496
W20-5	LEFT or RIGHT LANE CLOSED AHEAD	6	48" x 48"	16	96
W20-7	FLAGGER (symbol)	2	48" x 48"	16	32
G20-2	END ROAD WORK	30	36" x 18"	5	150
CONVENTIONAL ROAD TRAFFIC CONTROL SIGNS SQFT		2086			

ITEMIZED LIST FOR DETOUR SIGNING

SIGN CODE	SIGN DESCRIPTION	CONVENTIONAL ROAD			
		NUMBER	SIGN SIZE	SQFT PER SIGN	SQFT
W20-2	DETOUR AHEAD	3	48" x 48"	16	48
M1-4	US ROUTE MARKER (1 or 2 digits)	5	24" x 24"	4	20
M1-5	SD ROUTE MARKER (1 or 2 digits)	11	24" x 24"	4	44
M3-1	DIRECTION MARKER - NORTH	5	24" x 12"	2	10
M3-2	DIRECTION MARKER - EAST	6	24" x 12"	2	12
M3-4	DIRECTION MARKER - WEST	5	24" x 12"	2	10
M4-8	DETOUR	16	24" x 12"	2	32
M4-8a	END DETOUR	2	24" x 18"	3	6
M5-1	ADVANCE TURN ARROW 90° (L or R)	4	21" x 15"	2	8
M6-1	DIRECTION ARROW - Horizontal Single Head (L or R)	2	21" x 15"	2	4
M6-2	DIRECTION ARROW - 45° Single Head (L or R)	3	21" x 15"	2	6
M6-3	DIRECTION ARROW - Vertical Single Head	7	21" x 15"	2	14
SPECIAL	NO VEHICLES OVER 10 FEET WIDE ALLOWED	3	168" x 54"	63	189
	IN CONSTRUCTION ZONE				
SPECIAL	SD 34 CONSTRUCTION HWY 81 TO WASHINGTON AVE	3	126" x 36"	32	96
	CONSIDER DETOUR ROUTE				
CONVENTIONAL ROAD DETOUR SIGNING SQFT		499			

TYPE 3 BARRICADES

ITEM DESCRIPTION	QUANTITY
Type 3 Barricade, 6' Single Sided	0 Each
Type 3 Barricade, 8' Single Sided	0 Each
Type 3 Barricade, 6' Double Sided	0 Each
Type 3 Barricade, 8' Double Sided	118 Each

ARROW BOARDS

ITEM DESCRIPTION	QUANTITY
Type A Arrow Board	0 Each
Type B Arrow Board	0 Each
Type C Arrow Board	6 Each

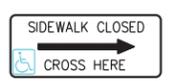


TRAFFIC CONTROL SIGNS

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C7	TOTAL SHEETS C60
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Plotting Date: 12/9/2015
Revised: 12/9/2015 AJS

-  R1-1 (30"x30")
-  R1-2 (30"x30"x30")
-  R1-3P (18"x6")
-  R2-1 (24"x30")
-  R3-7R (30"x30")
-  R3-7L (30"x30")
-  R4-7c (18"x30")
-  R6-1R (36"x12")
-  R9-9* (24"x12")
-  R9-11* (24"x18")
-  R9-11a* (24"x12")
-  G20-2 (36"x18")

-  W1-3L (48"x48")
-  W1-3R (48"x48")
-  W1-4L (48"x48")
-  W1-4R (48"x48")
-  W3-2 (30"x30")
-  W4-2R (48"x48")
-  W4-2L (48"x48")
-  W4-3 (48"x48")
-  W6-3 (48"x48")

-  W9-3 (48"x48")
-  W11-2 (36"x36")
-  W12-1 (30"x30")
-  W16-9P (30"x18")
-  W20-1 (48"x48")
-  W20-2 (48"x48")
-  W20-5R (48"x48")
-  W20-5L (48"x48")
-  W20-7 (48"x48")

-  M4-8 (24"x12")
-  M4-8a (24"x18")
-  M1-4 (24"x24")
-  M1-5 (24"x24")
-  M3-1 (24"x12")
-  M3-2 (24"x12")
-  M3-4 (24"x12")
-  M5-1 (21"x15")
-  M6-1 (21"x15")
-  M6-2 (21"x15")
-  M6-3 (21"x15")
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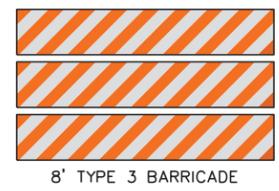
SD 34 CONSTRUCTION
HWY 81 TO WASHINGTON AVE.
CONSIDER DETOUR ROUTE

SPECIAL (168"x54")



NO VEHICLES OVER 10
FEET WIDE ALLOWED
IN CONSTRUCTION ZONE

SPECIAL (126"x36")




ROAD CLOSED
TO
THRU TRAFFIC

R11-4 (60"x30")

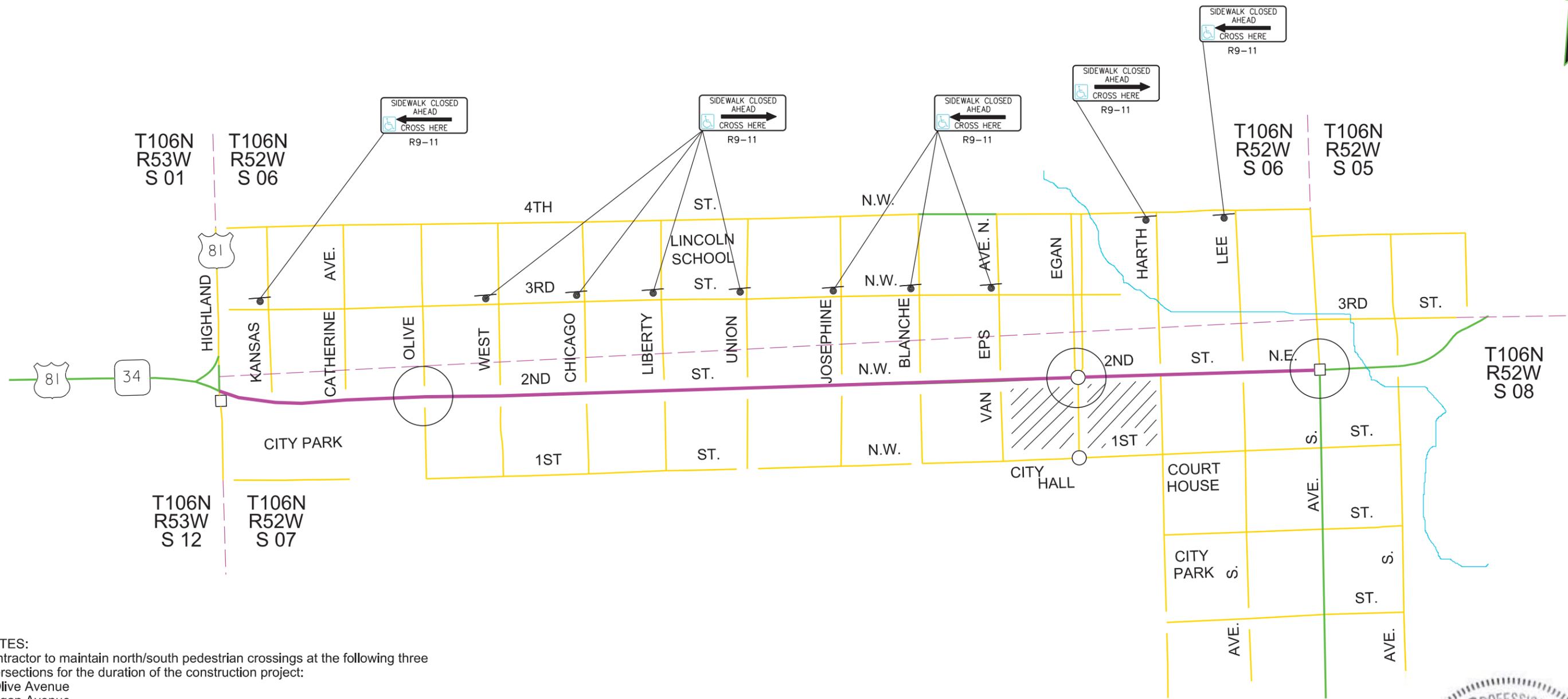


*MOUNT ON CHANNELIZER DRUM

SIDEWALK CLOSURE PLAN PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C8	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



NOTES:
Contractor to maintain north/south pedestrian crossings at the following three intersections for the duration of the construction project:
- Olive Avenue
- Egan Avenue
- Washington Avenue

Contractor is required to submit his or her plan to maintain pedestrian and bicycle traffic through these intersections as stated in the notes on sheet C2. These plans will be dependent on the Contractor's plans for closure of Olive especially, since no more than three consecutive intersections can be closed at once.

See mainline sheets for sidewalk closure signage at each respective intersection.



Plot Scale - 1:200

Plotted From - kmay

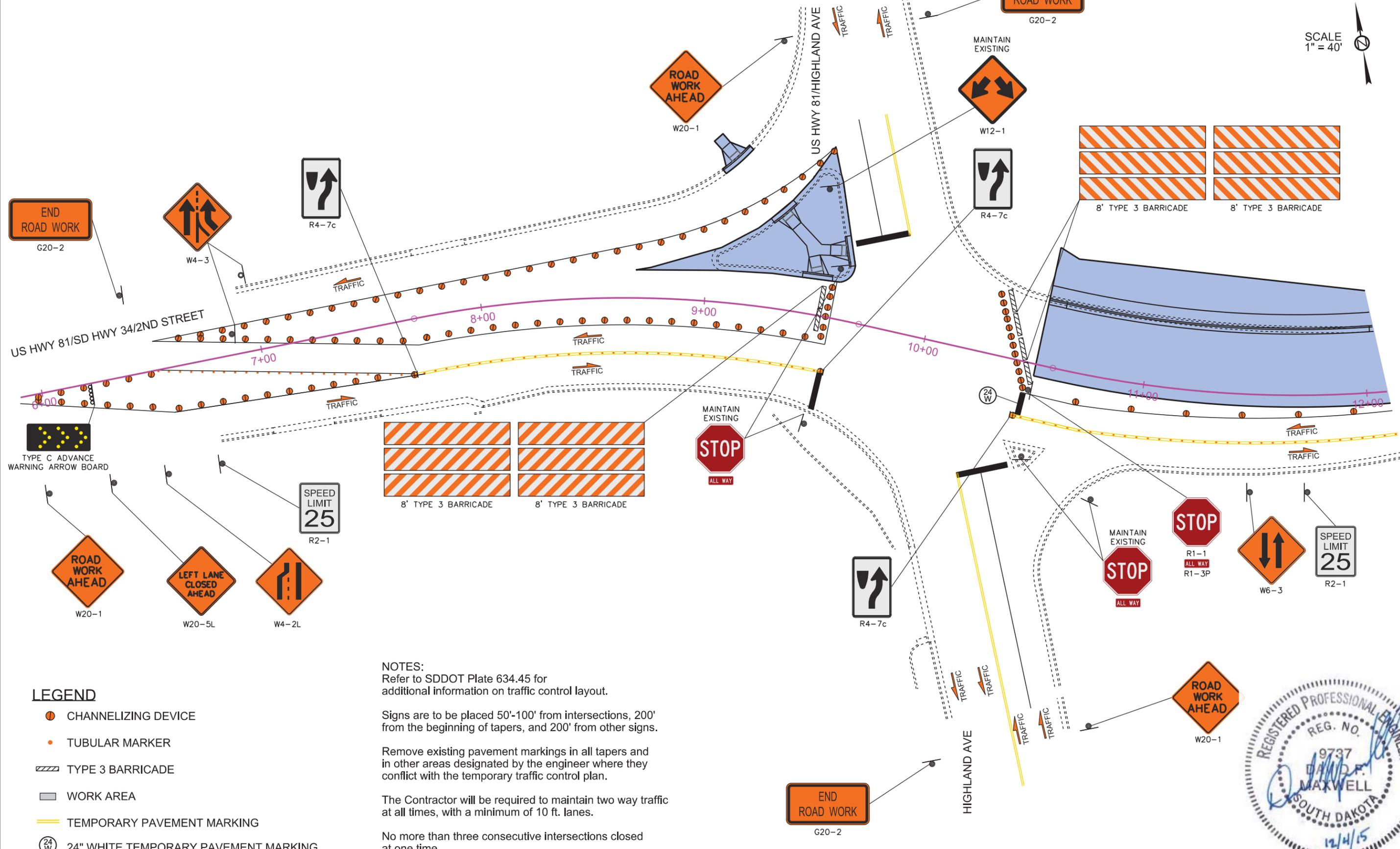
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PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C9	TOTAL SHEETS C60
Plotting Date: 11/30/2015			

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Refer to SDDOT Plate 634.45 for additional information on traffic control layout.

Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

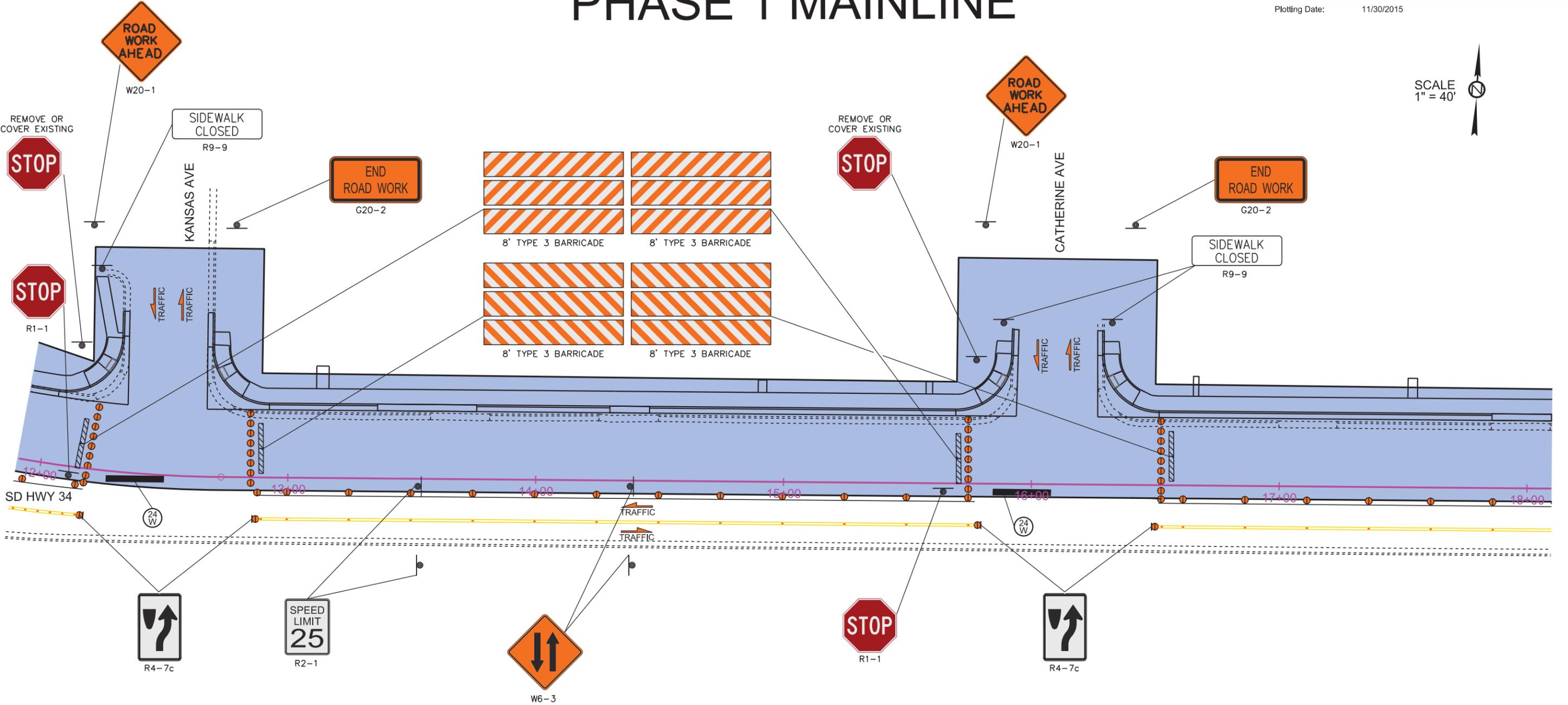


PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C10	TOTAL SHEETS C60
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Plotting Date: 11/30/2015



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

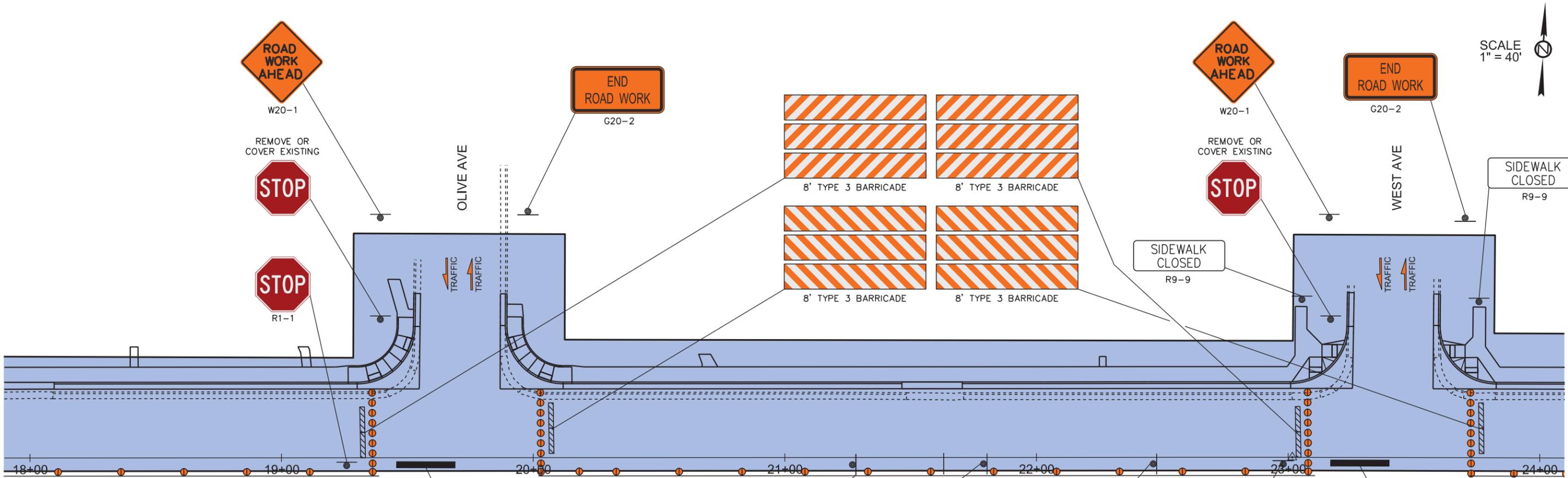
NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See sheet C12 for an example of the layout for a closed intersection.



PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C11	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



SCALE
1" = 40'



SD HWY 34



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - ▨ TYPE 3 BARRICADE
 - ▭ WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - Ⓜ 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C12 for an example of the layout for a closed intersection.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Olive Avenue and N. 2nd Street for the duration of the project, even if the intersection is closed under the premise of the previous note.

Temporary signage plan to be submitted to Engineer before work begins on this phase of work.



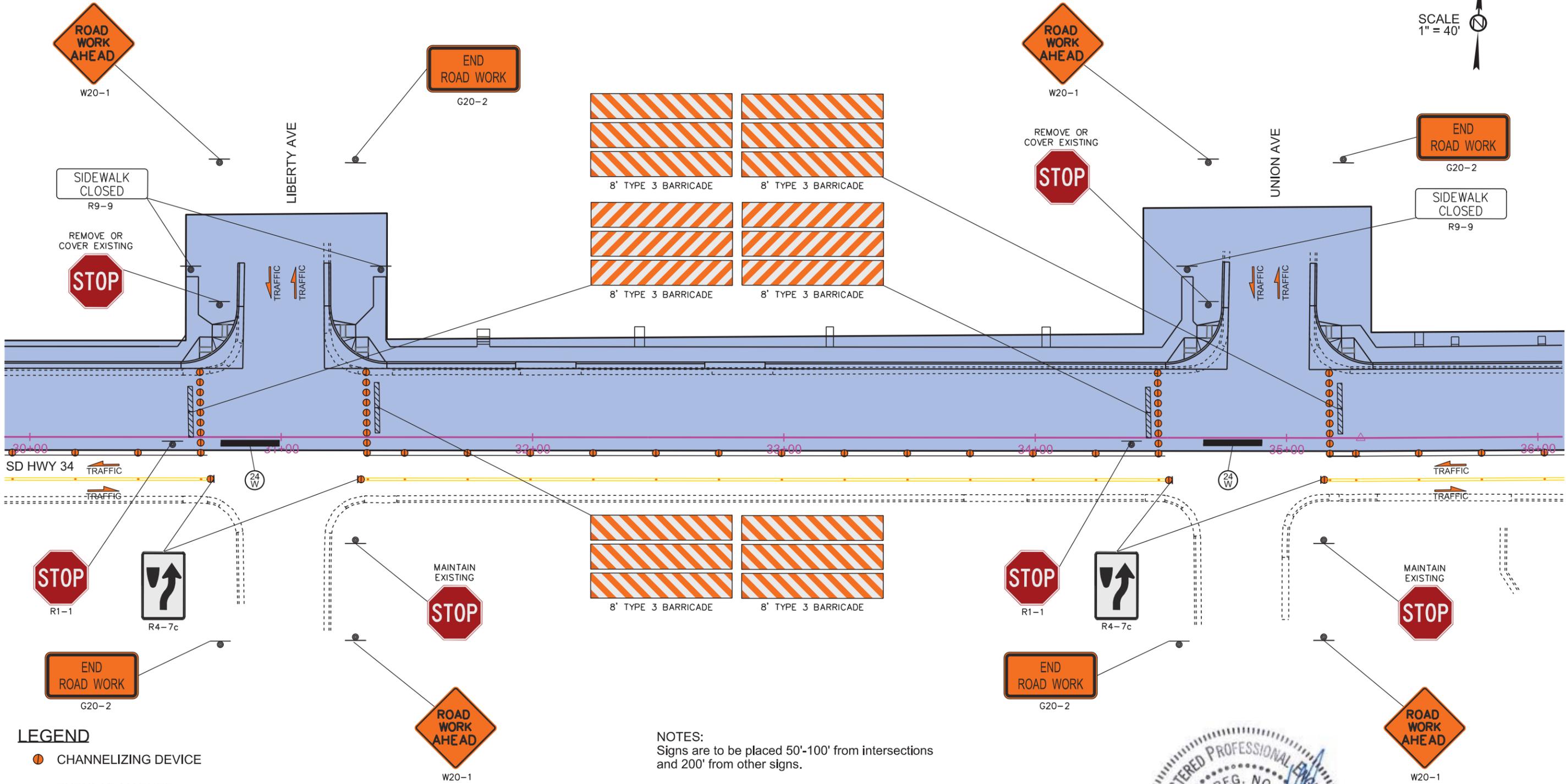
PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C13	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See sheet C12 for an example of the layout for a closed intersection.



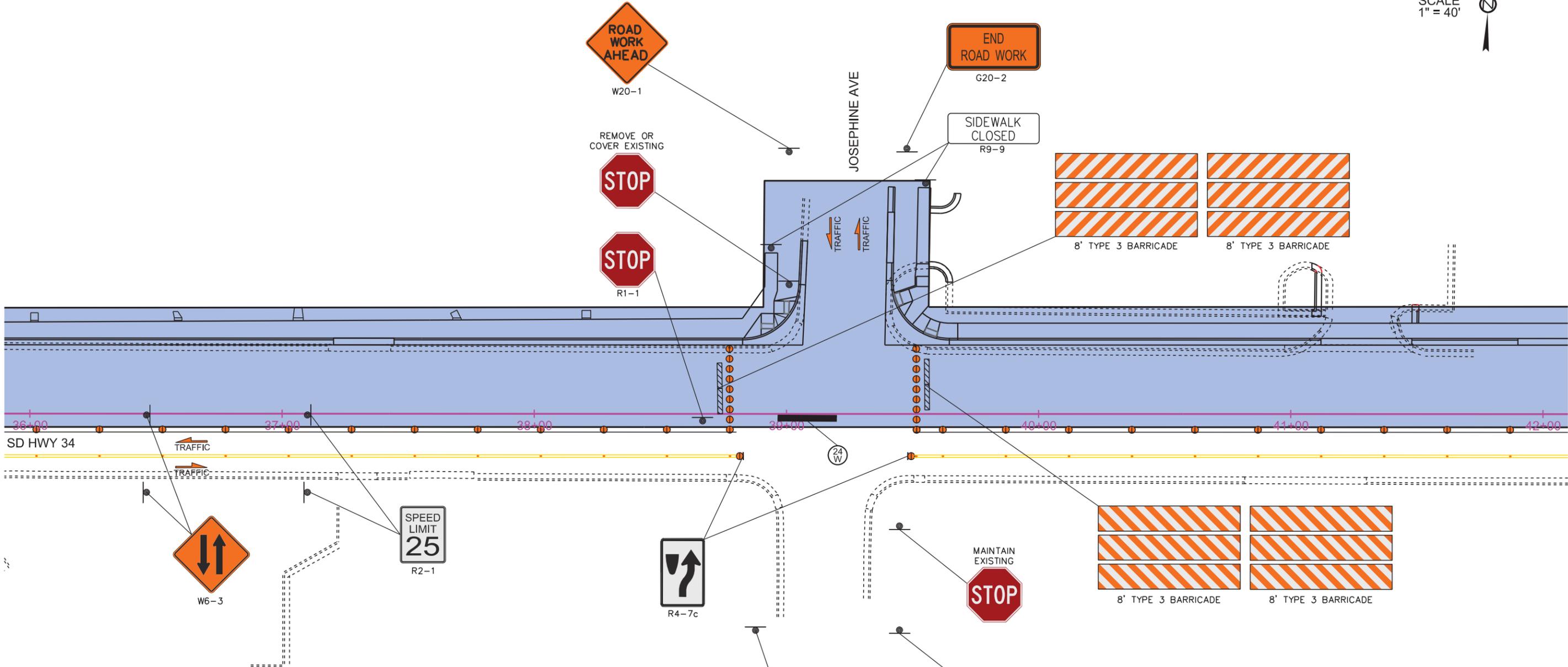
PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C14	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

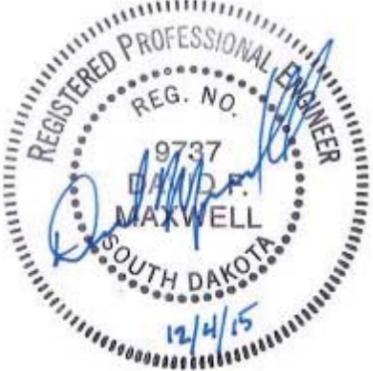
SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See sheet C12 for an example of the layout for a closed intersection.



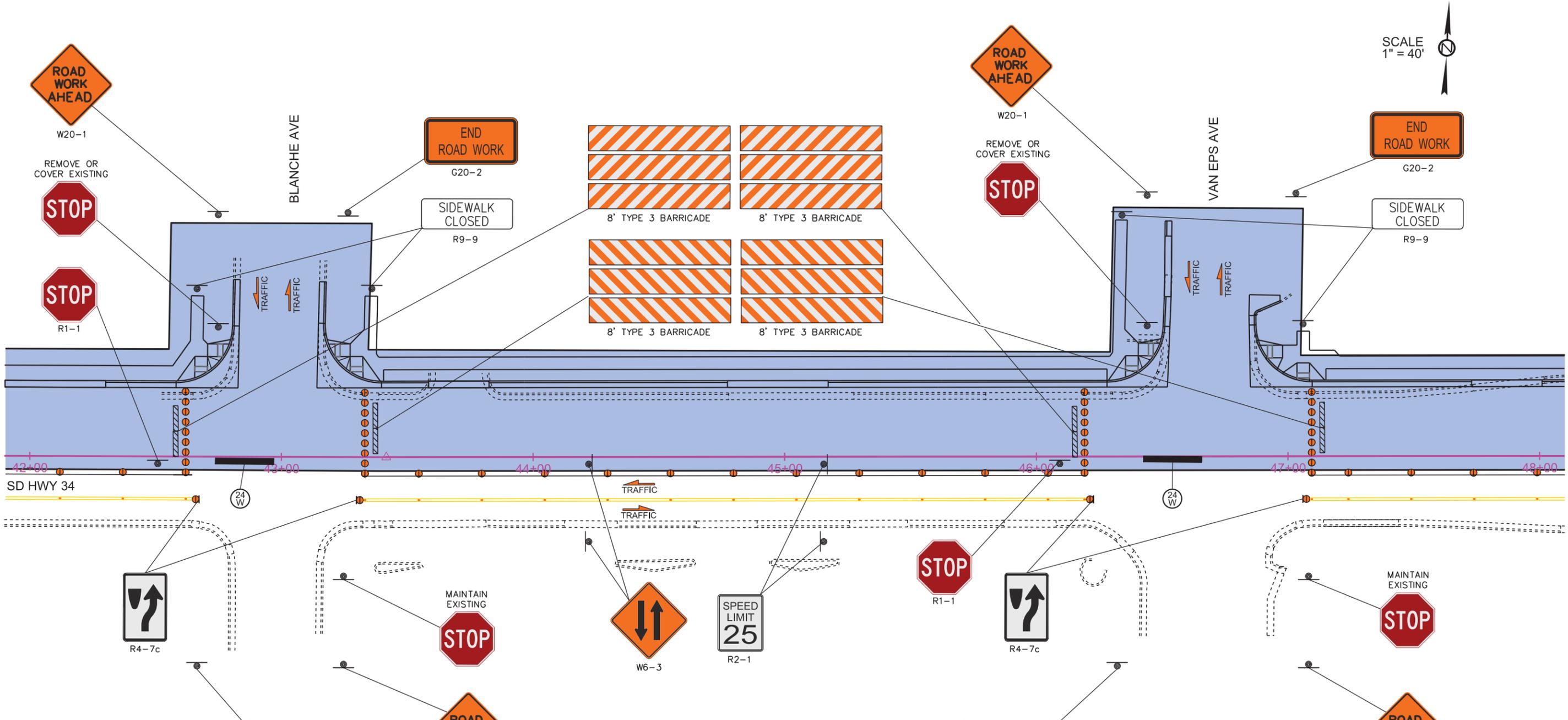
PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C15	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C12 for an example of the layout for a closed intersection.

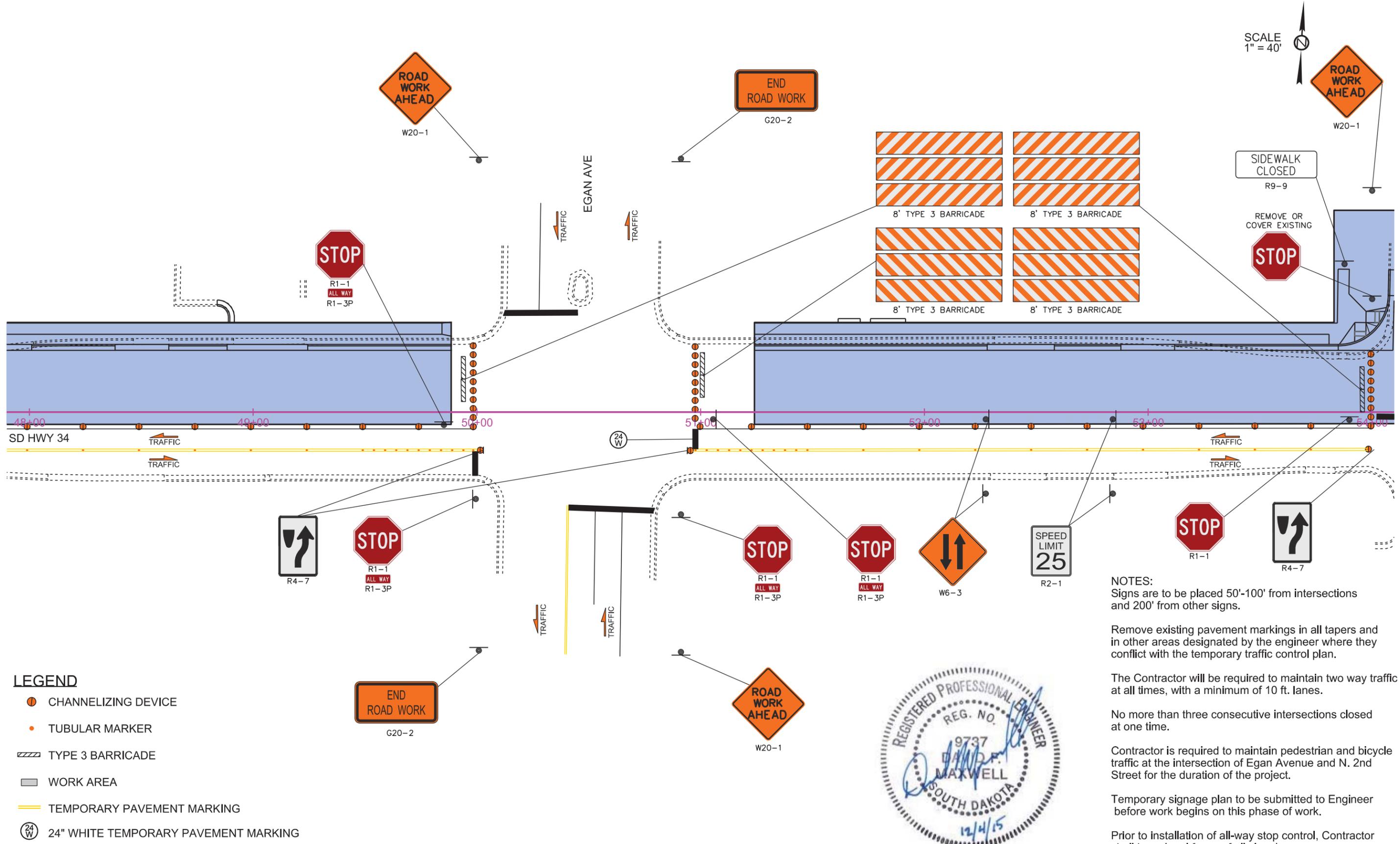


PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C16	TOTAL SHEETS C60
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Plotting Date: 11/30/2015



SCALE
1" = 40'

SIDEWALK
CLOSED
R9-9

REMOVE OR
COVER EXISTING

- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - ▨ TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - ⊙ 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:

Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Egan Avenue and N. 2nd Street for the duration of the project.

Temporary signage plan to be submitted to Engineer before work begins on this phase of work.

Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.

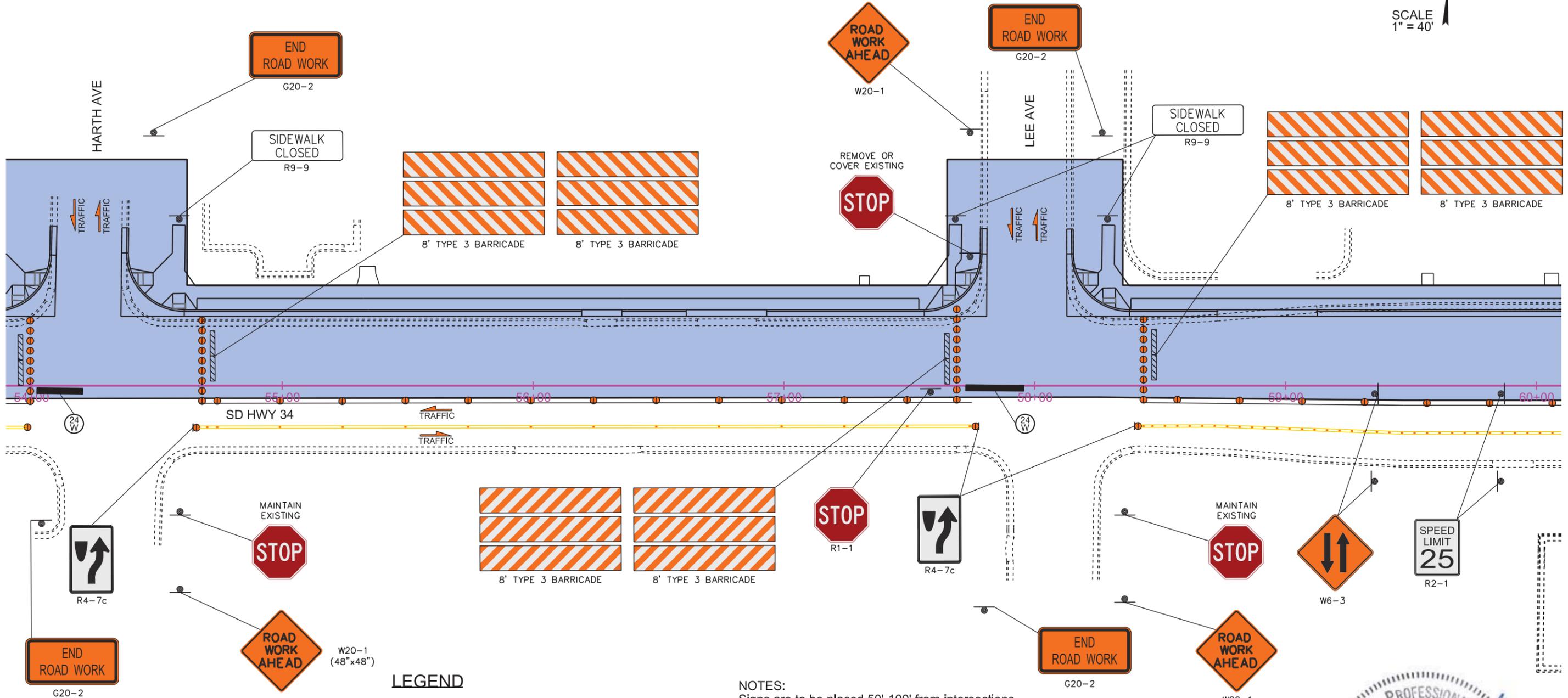


PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C17	TOTAL SHEETS C60
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Plotting Date: 11/30/2015



LEGEND

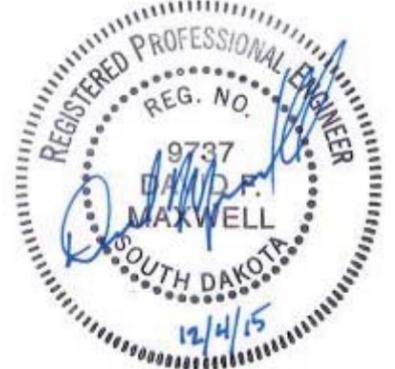
- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C12 for an example of the layout for a closed intersection.

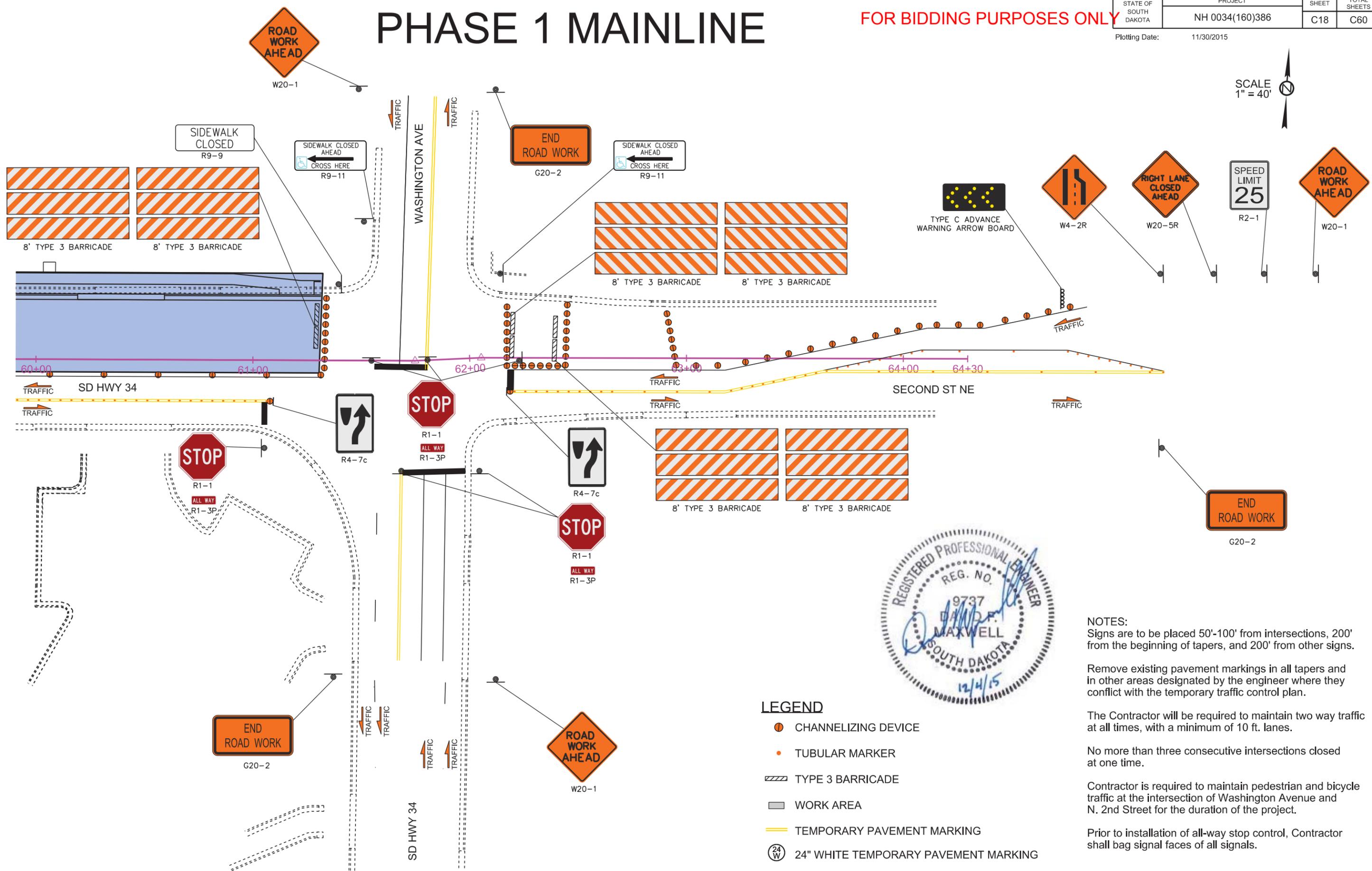


PHASE 1 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C18	TOTAL SHEETS C60
Plotting Date: 11/30/2015			

SCALE
1" = 40'



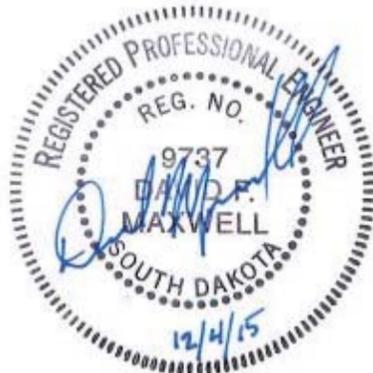
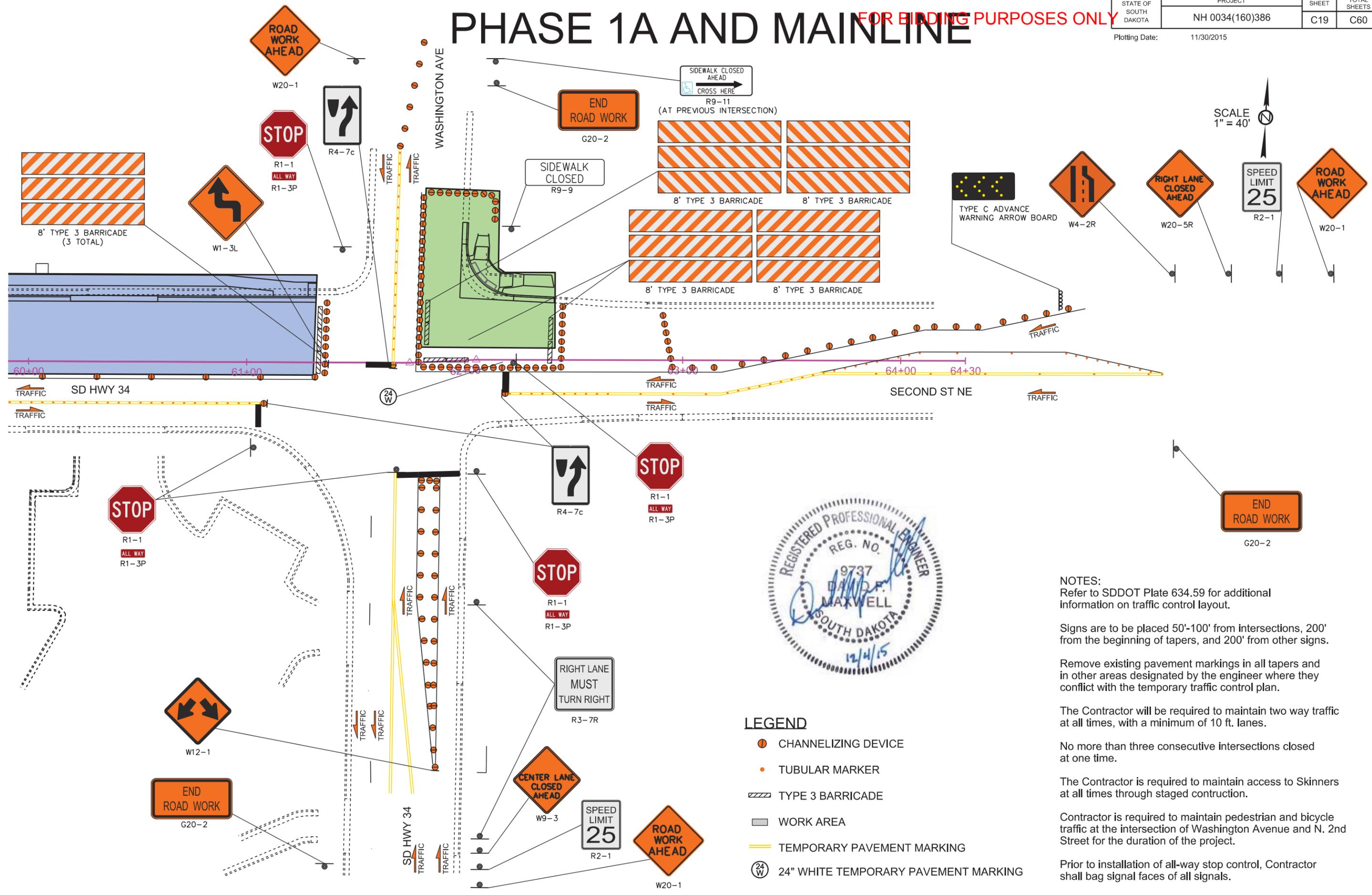
- LEGEND**
- TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time.
 Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Washington Avenue and N. 2nd Street for the duration of the project.
 Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.

PHASE 1A AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C19	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
Refer to SDDOT Plate 634.59 for additional information on traffic control layout.

Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

The Contractor is required to maintain access to Skinners at all times through staged construction.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Washington Avenue and N. 2nd Street for the duration of the project.

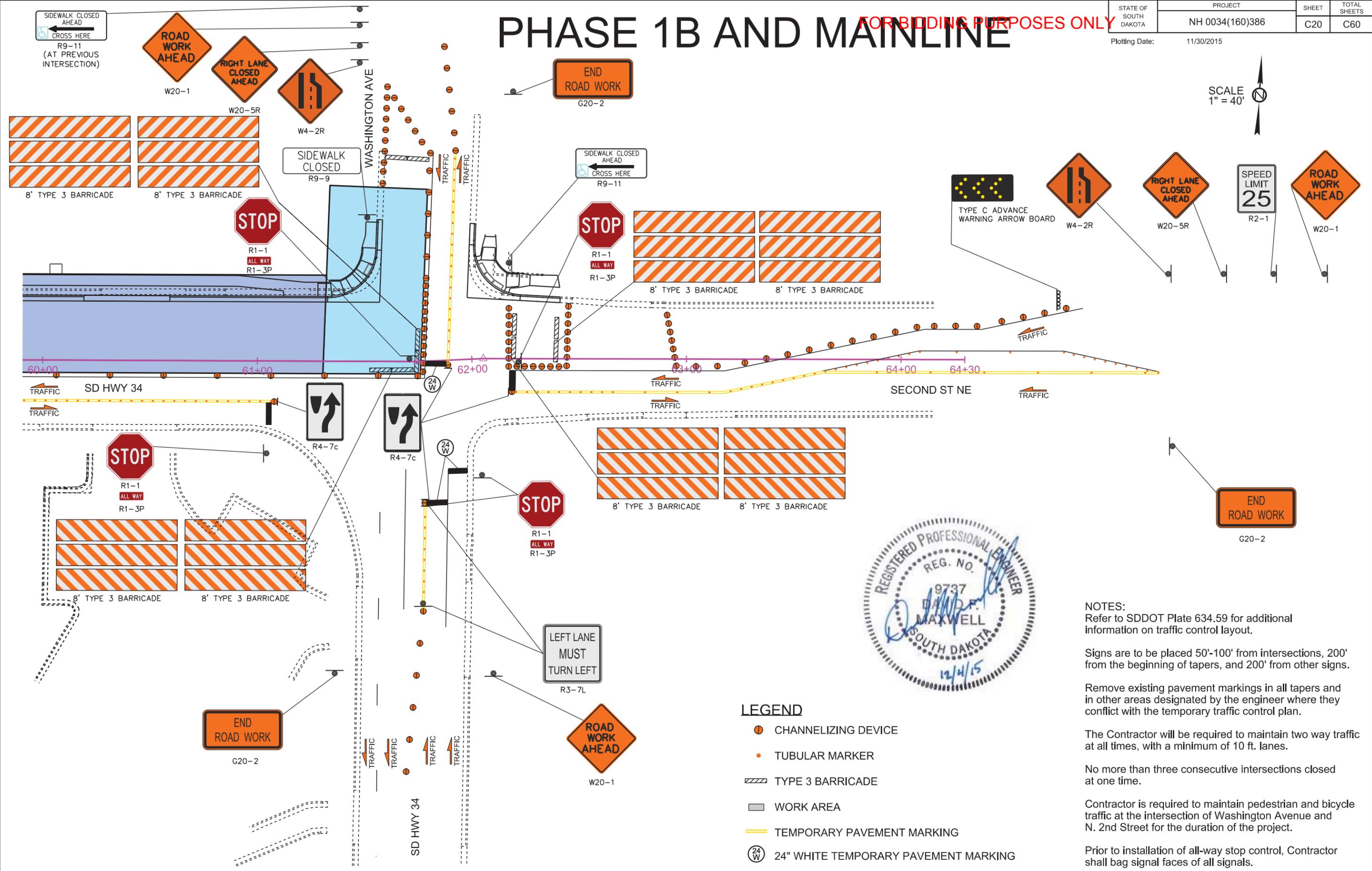
Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.

PHASE 1B AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C20	C60
Plotting Date: 11/30/2015			

SCALE 1" = 40'



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Refer to SDDOT Plate 634.59 for additional information on traffic control layout.

Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Washington Avenue and N. 2nd Street for the duration of the project.

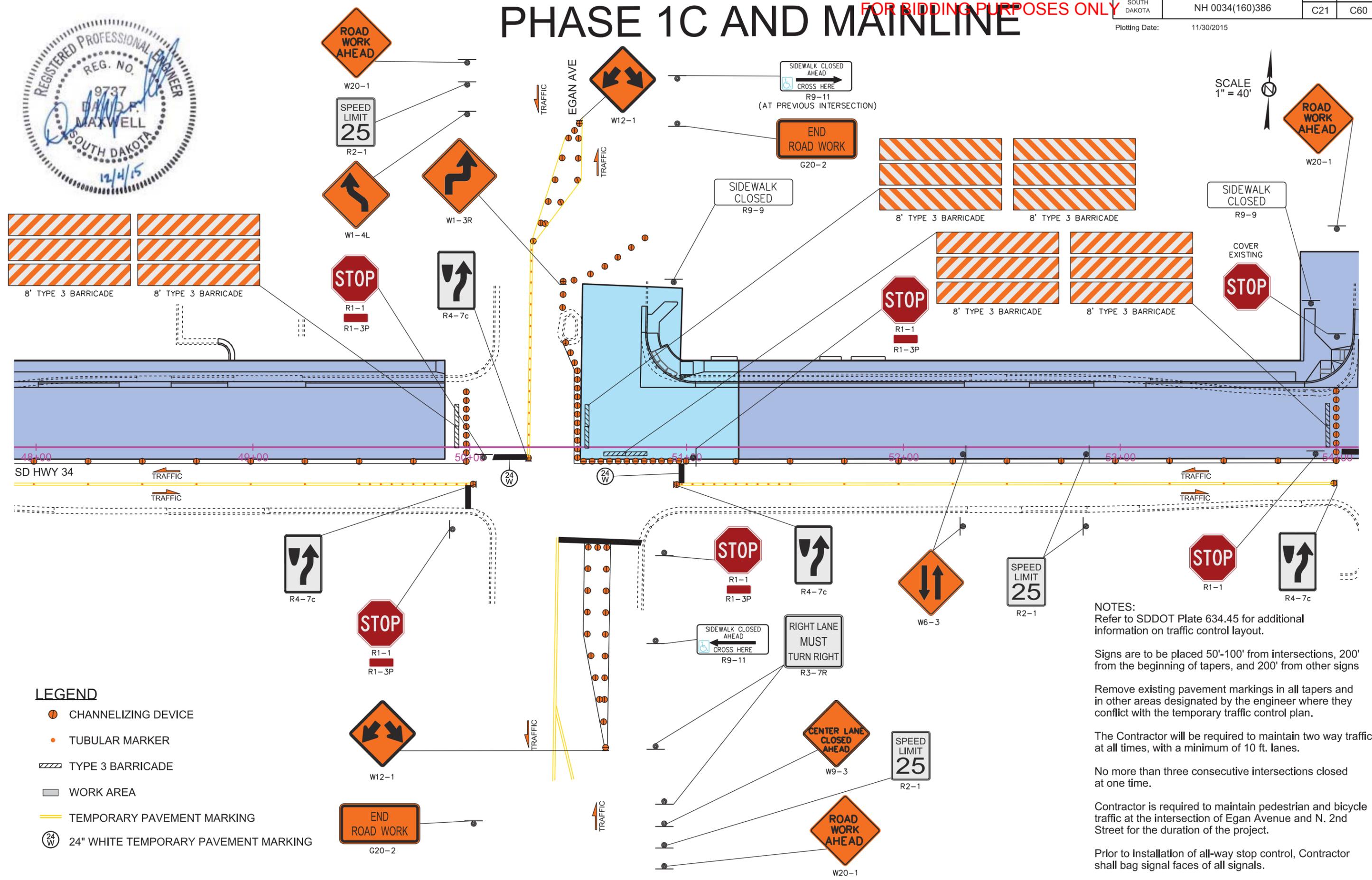
Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.



PHASE 1C AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C21	C60
Plotting Date: 11/30/2015			



SCALE 1" = 40'

LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Refer to SDDOT Plate 634.45 for additional information on traffic control layout.

Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Egan Avenue and N. 2nd Street for the duration of the project.

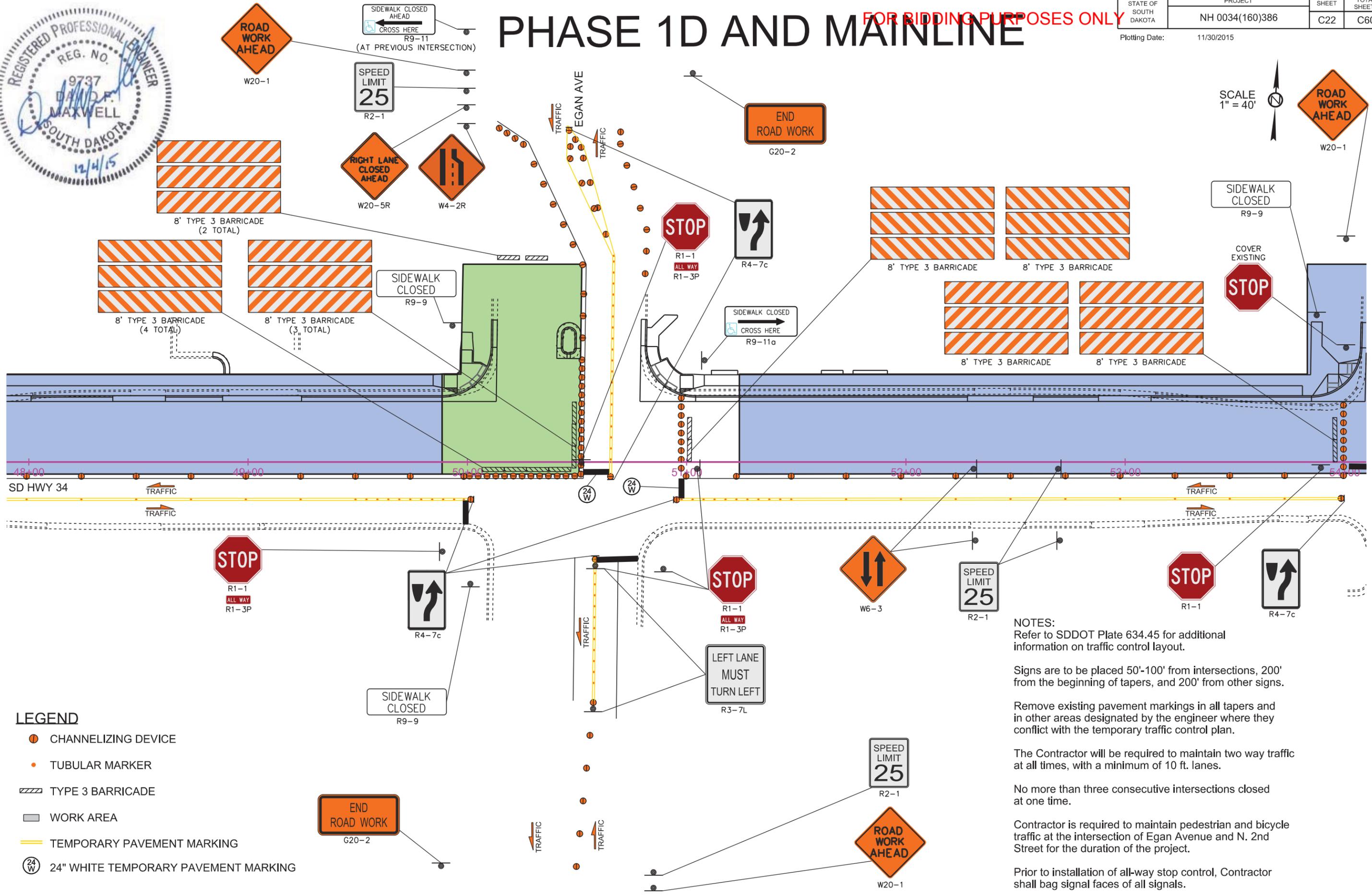
Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.



PHASE 1D AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C22	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Refer to SDDOT Plate 634.45 for additional information on traffic control layout.

Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Egan Avenue and N. 2nd Street for the duration of the project.

Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.

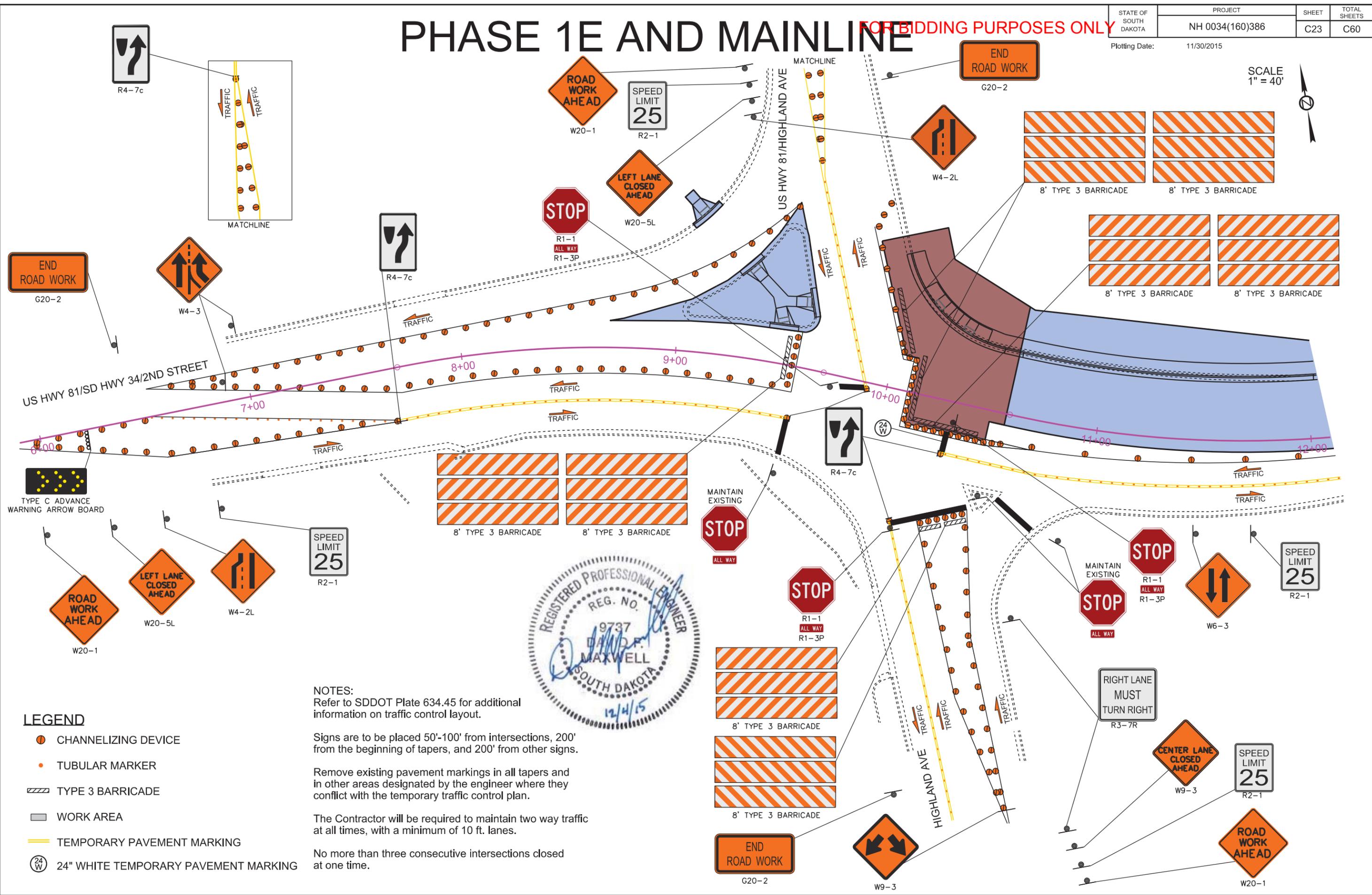
PHASE 1E AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C23	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



END ROAD WORK
G20-2

TYPE C ADVANCE WARNING ARROW BOARD

8' TYPE 3 BARRICADE

STOP
ALL WAY

STOP
R1-1
ALL WAY
R1-3P

8' TYPE 3 BARRICADE

8' TYPE 3 BARRICADE

8' TYPE 3 BARRICADE

END ROAD WORK
G20-2

STOP
ALL WAY

STOP
ALL WAY

STOP
R1-1
ALL WAY
R1-3P

CENTER LANE CLOSED AHEAD
W9-3

SPEED LIMIT 25
R2-1

ROAD WORK AHEAD
W20-1



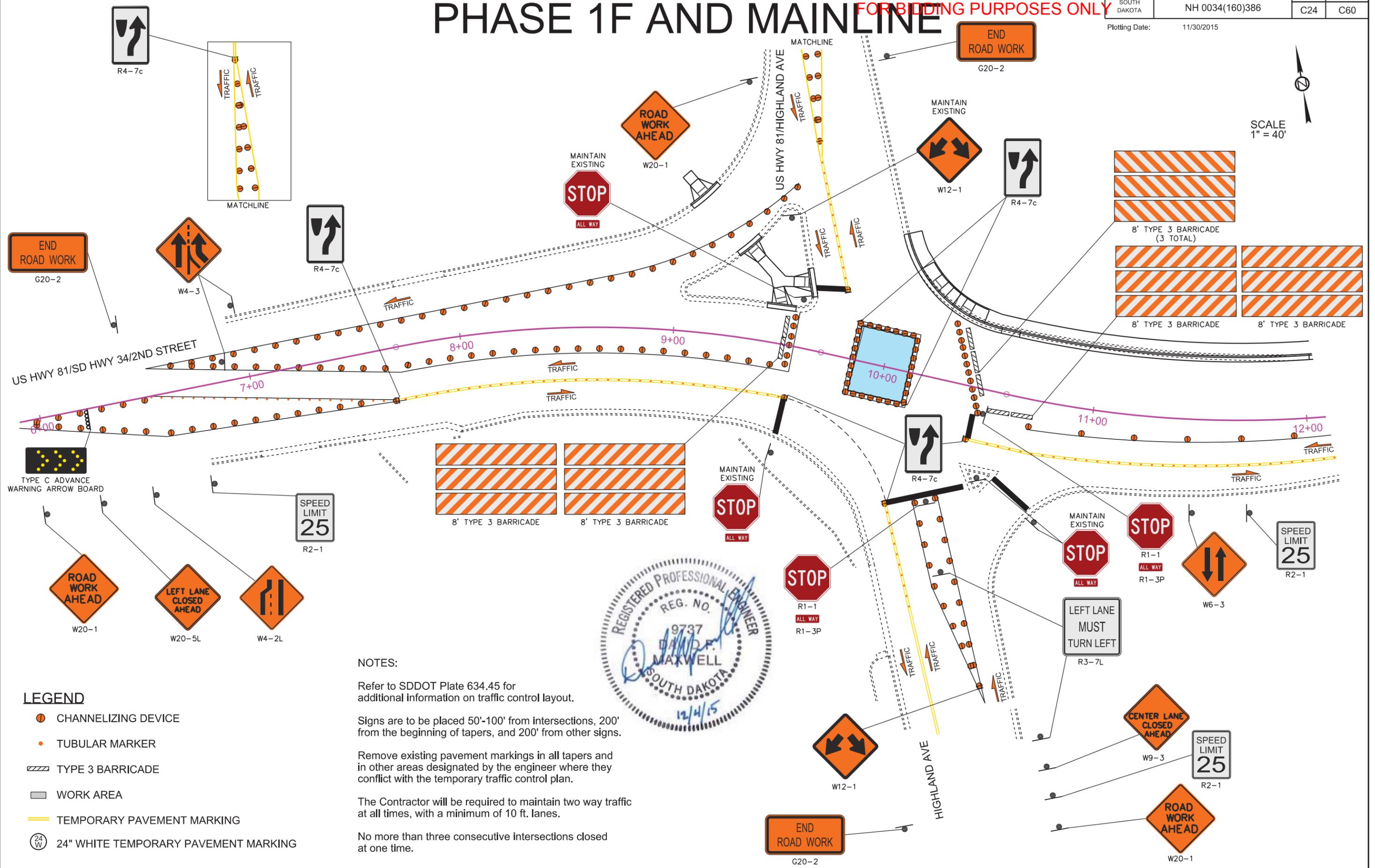
NOTES:
 Refer to SDDOT Plate 634.45 for additional information on traffic control layout.
 Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time.

- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - ▨ TYPE 3 BARRICADE
 - ▭ WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - Ⓜ 24" WHITE TEMPORARY PAVEMENT MARKING

PHASE 1F AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C24	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:

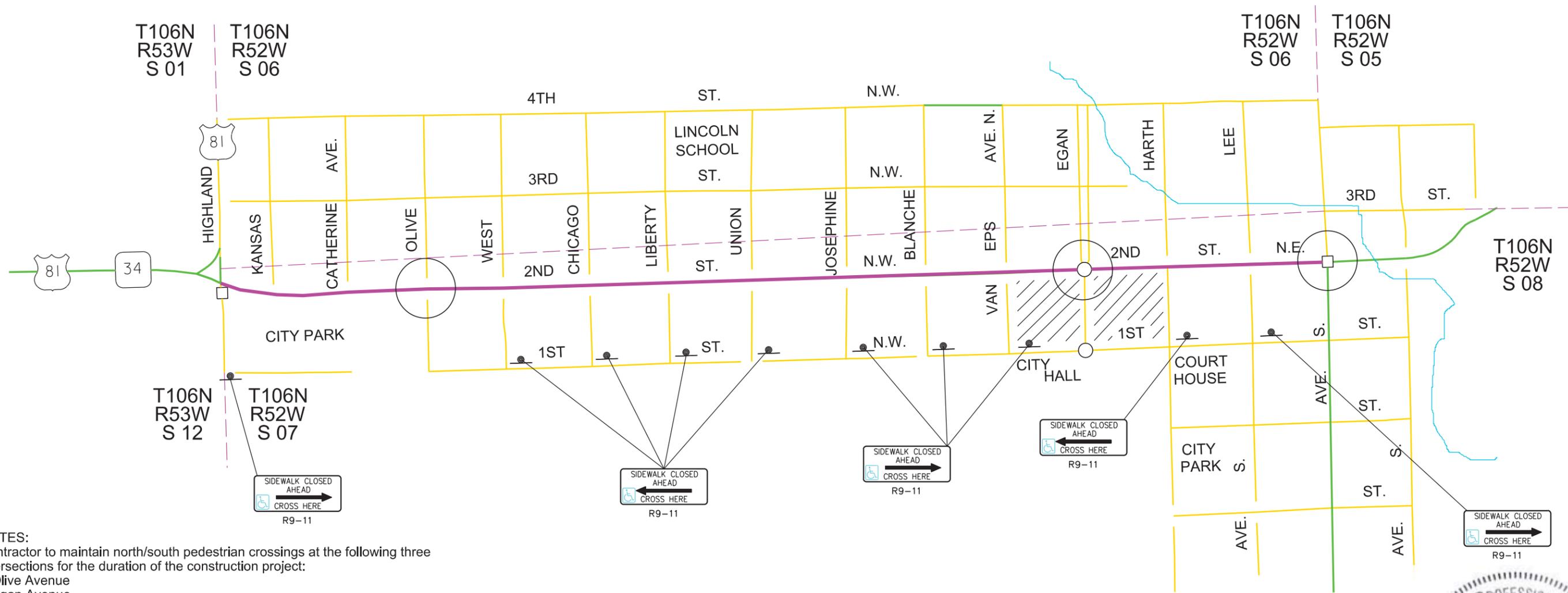
- Refer to SDDOT Plate 634.45 for additional information on traffic control layout.
- Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.
- Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
- The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
- No more than three consecutive intersections closed at one time.



SIDEWALK CLOSURE PLAN PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C25	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



NOTES:
 Contractor to maintain north/south pedestrian crossings at the following three intersections for the duration of the construction project:
 - Olive Avenue
 - Egan Avenue
 - Washington Avenue

Contractor is required to submit his plan to maintain pedestrian and bicycle traffic through these intersections as stated in the notes on sheet C2. These plans will be dependent on the contractor's plans for closure of Olive especially, since no more than three consecutive intersections can be closed at once.

See mainline sheets for sidewalk closure signage at each respective intersection.



Plot Scale - 1:200

Plotted From - kmay

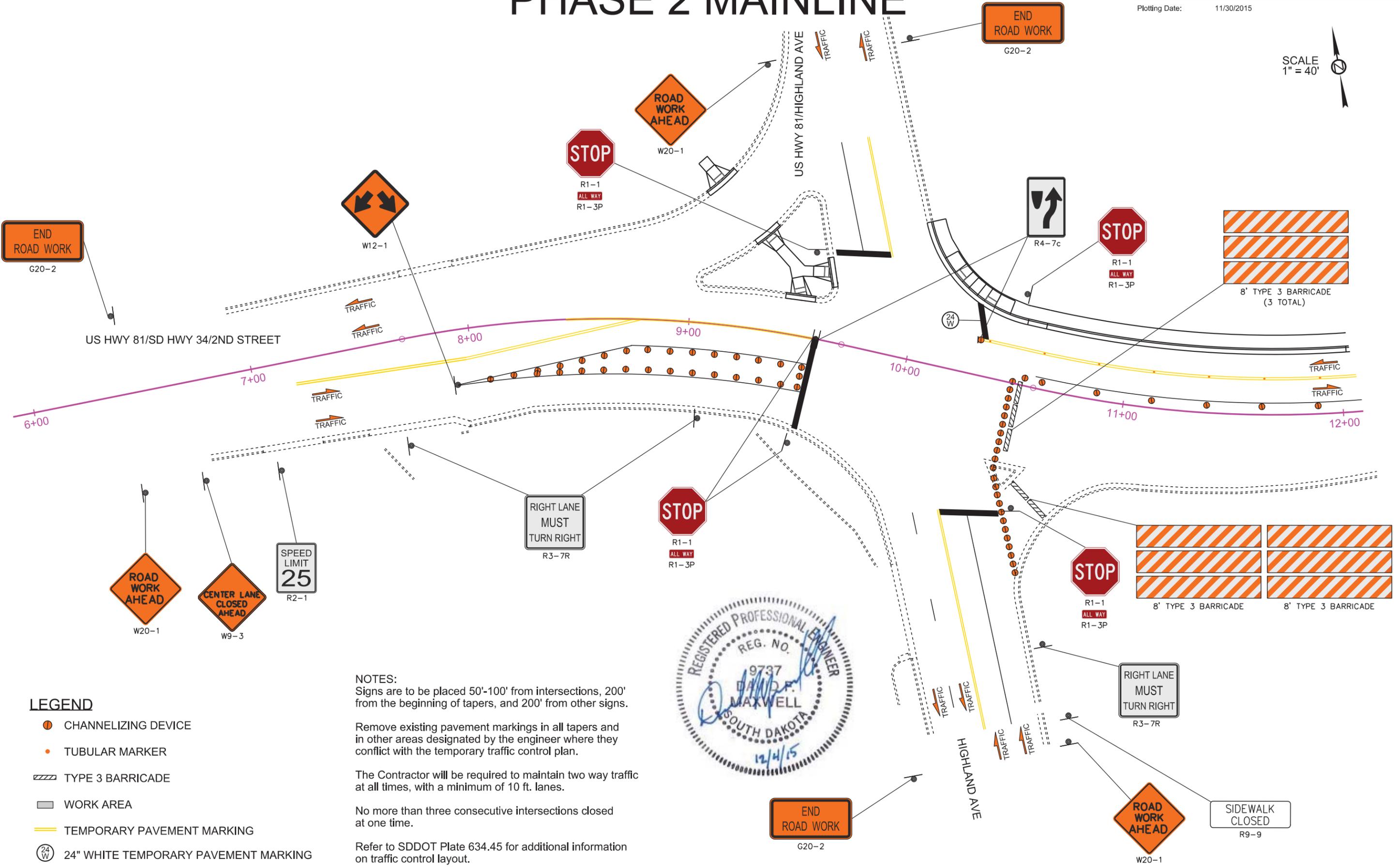
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PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C26	TOTAL SHEETS C60
Plotting Date: 11/30/2015			

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time.
 Refer to SDDOT Plate 634.45 for additional information on traffic control layout.

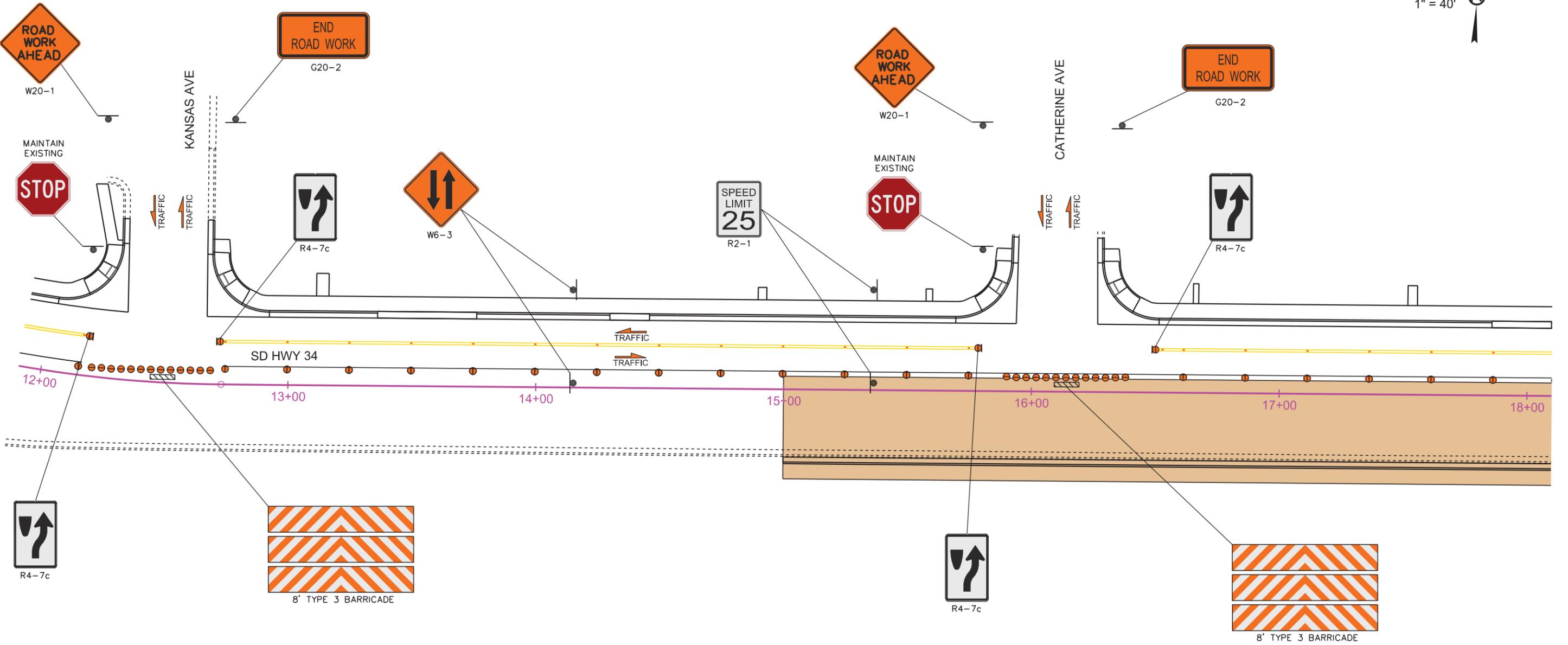


PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C27	TOTAL SHEETS C60
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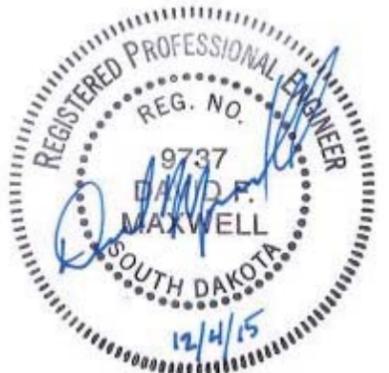
Plotting Date: 11/30/2015

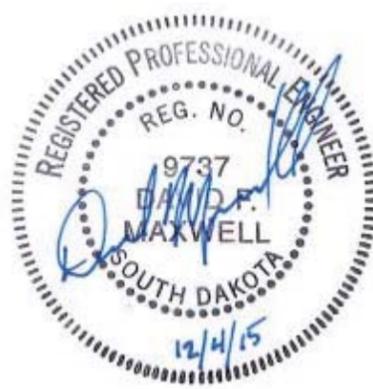


LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See sheet C29 for an example of the layout for a closed intersection.



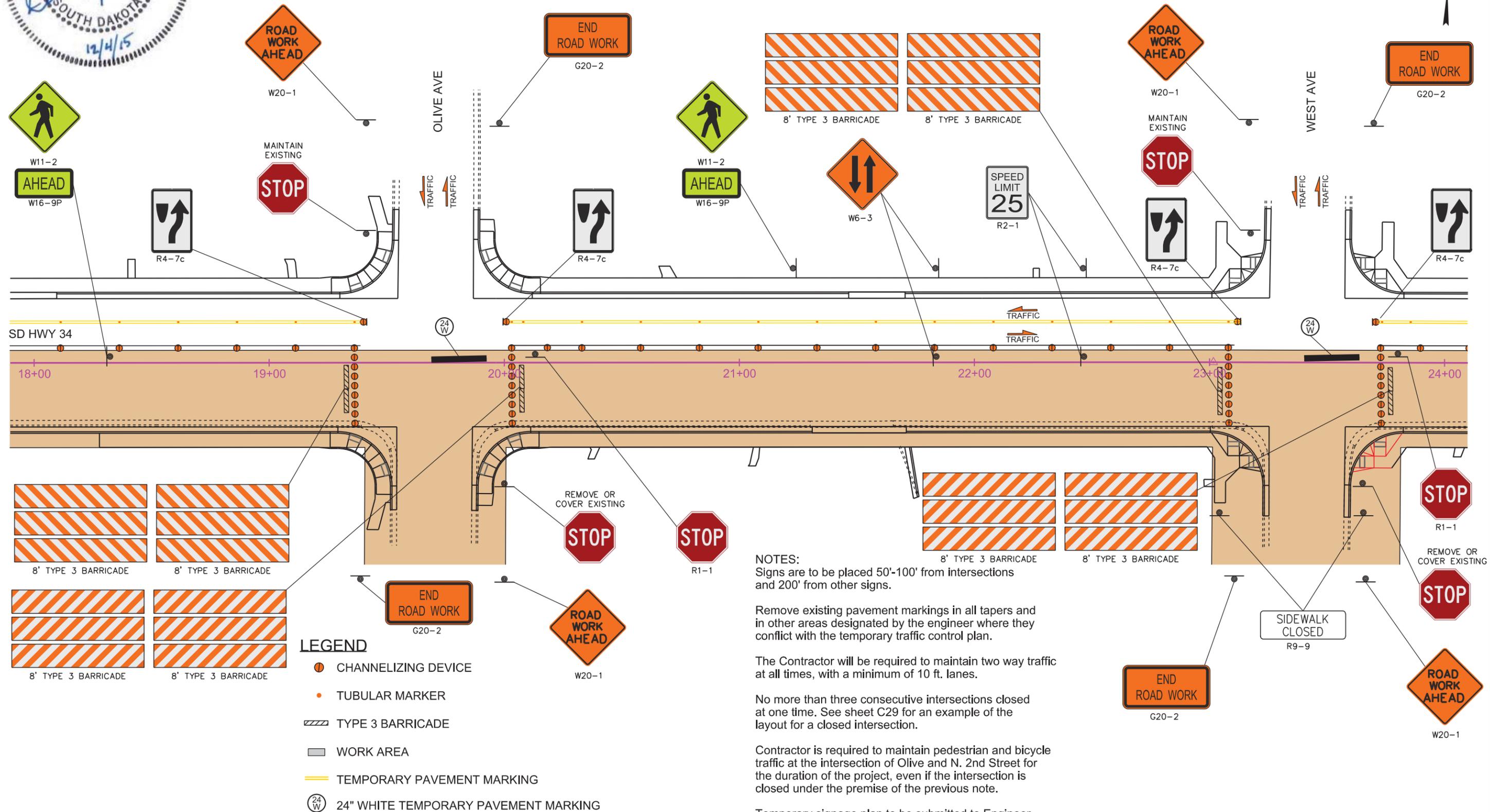


PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C28	C60
Plotting Date: 11/30/2015			

SCALE
1" = 40'



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C29 for an example of the layout for a closed intersection.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Olive and N. 2nd Street for the duration of the project, even if the intersection is closed under the premise of the previous note.

Temporary signage plan to be submitted to Engineer before work begins on this phase of work.

LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- ▨ TYPE 3 BARRICADE
- ▭ WORK AREA
- TEMPORARY PAVEMENT MARKING
- Ⓜ 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See this sheet for an example of the layout for a closed intersection.

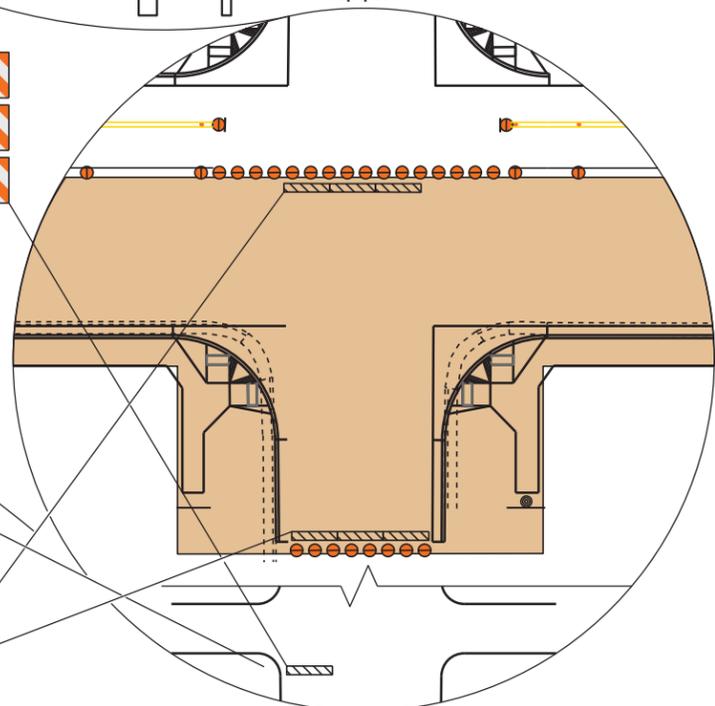
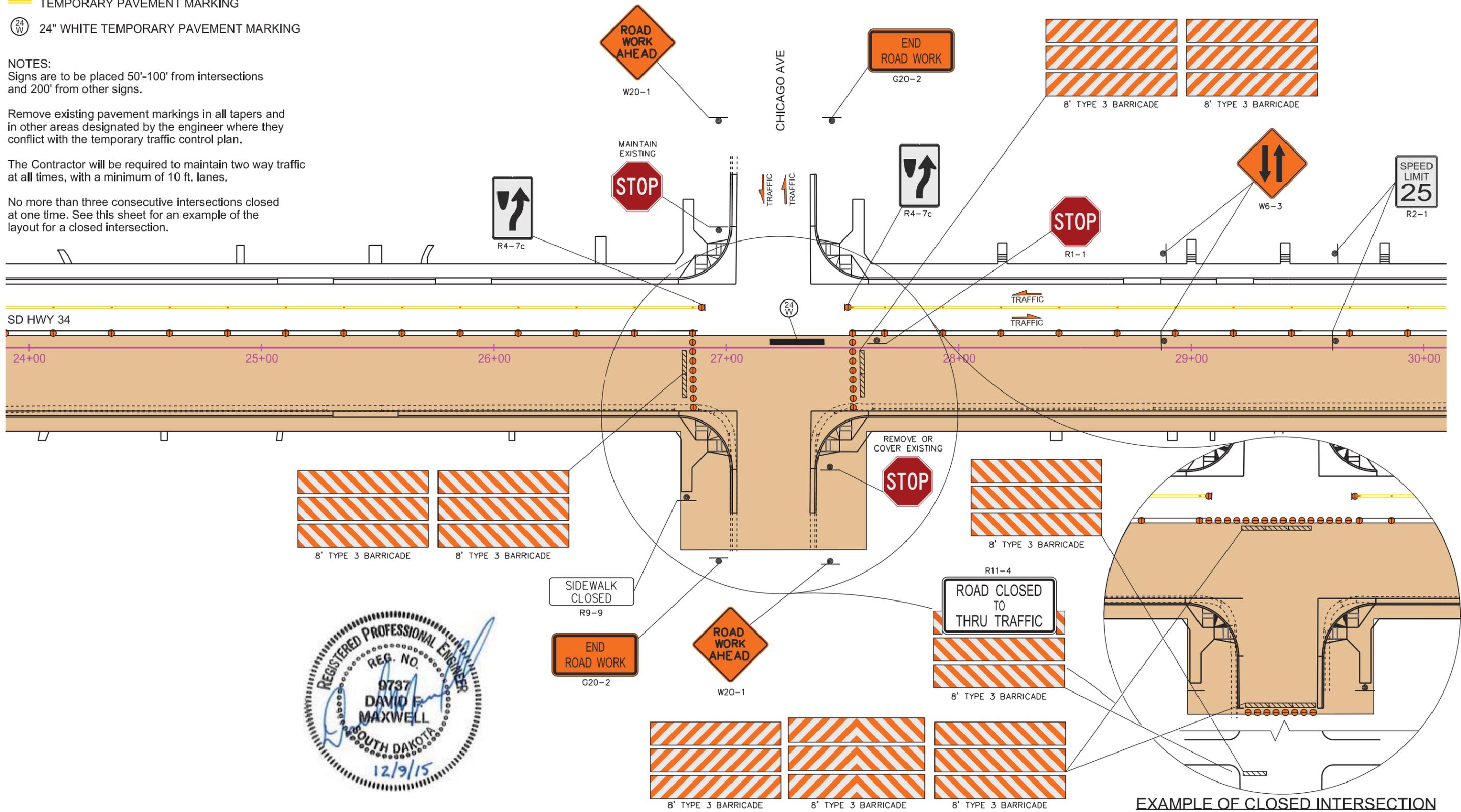
PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C29	TOTAL SHEETS C60
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Plotting Date: 12/9/2015
 Revised: 12/9/2015 AJS

SCALE
1" = 40'



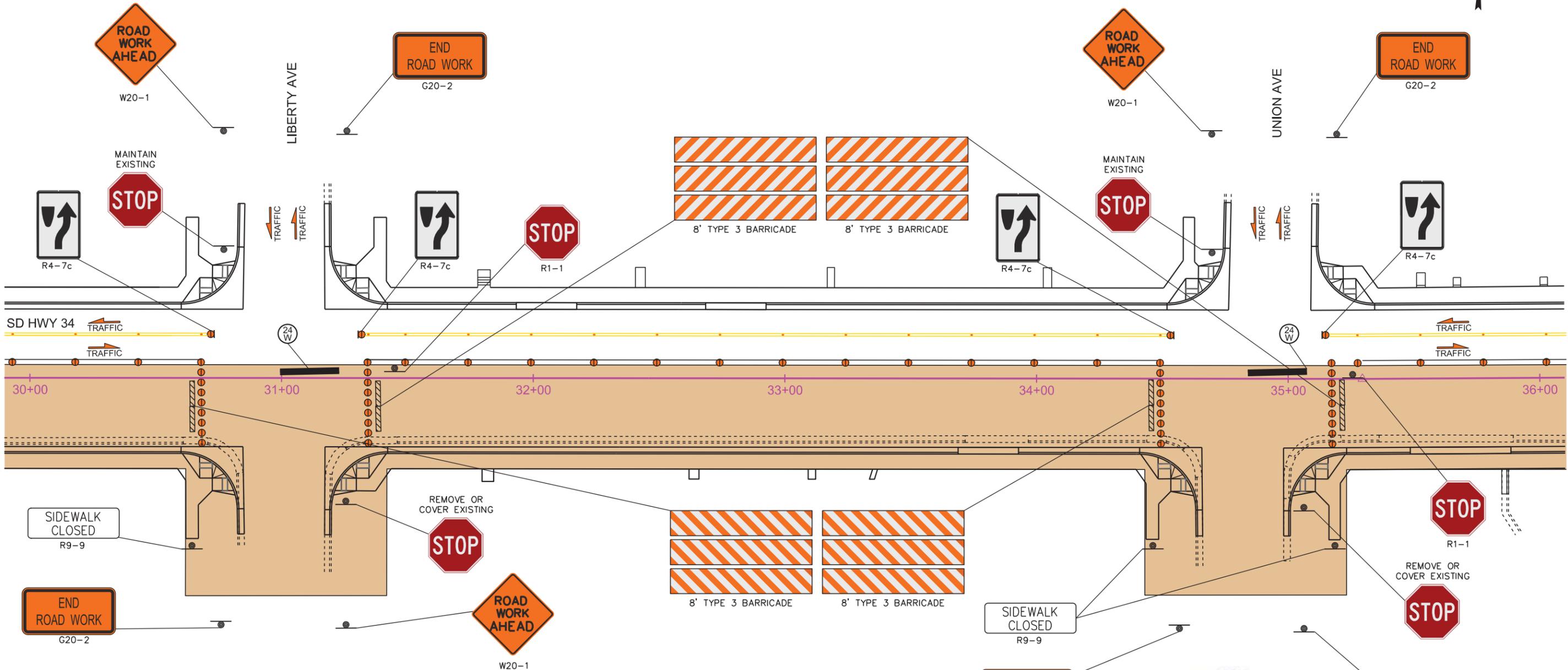
PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C30	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:

Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C29 for an example of the layout for a closed intersection.



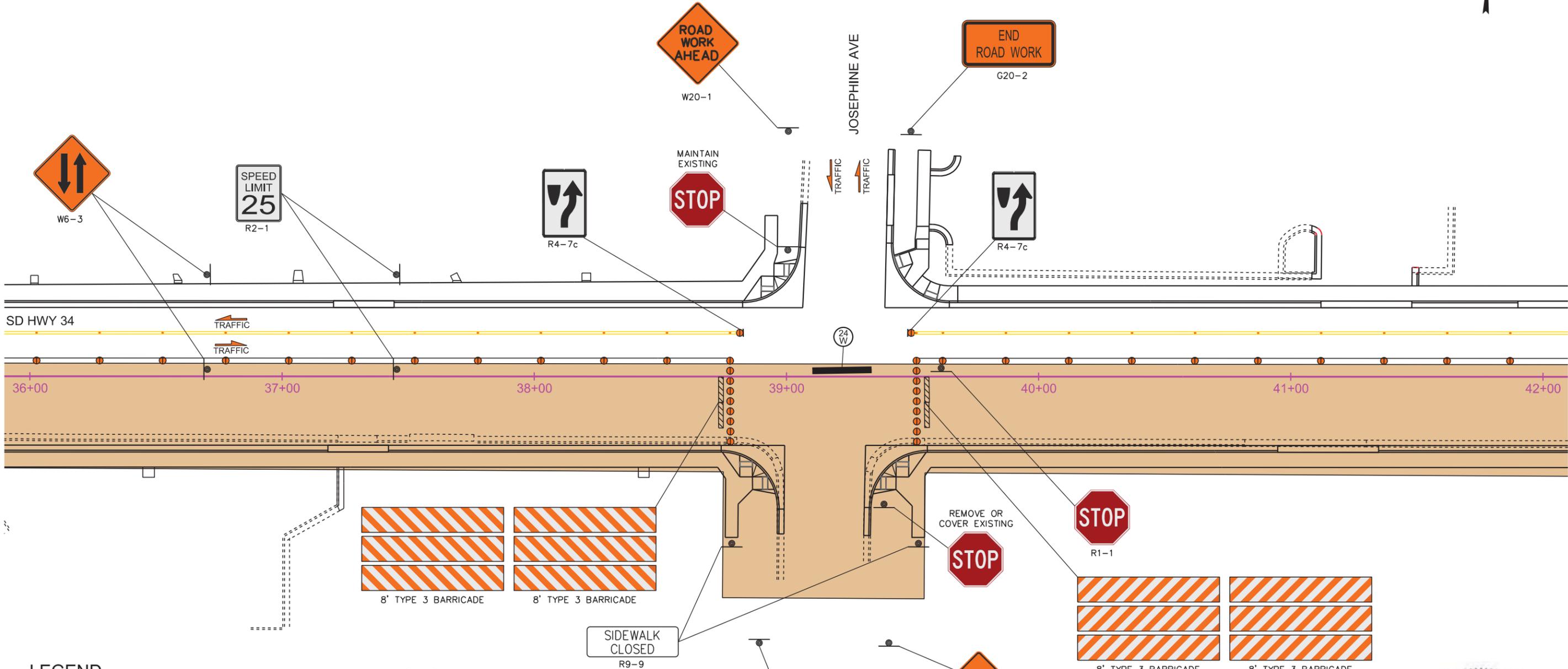
PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C31	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C29 for an example of the layout for a closed intersection.



PHASE 2 MAINLINE

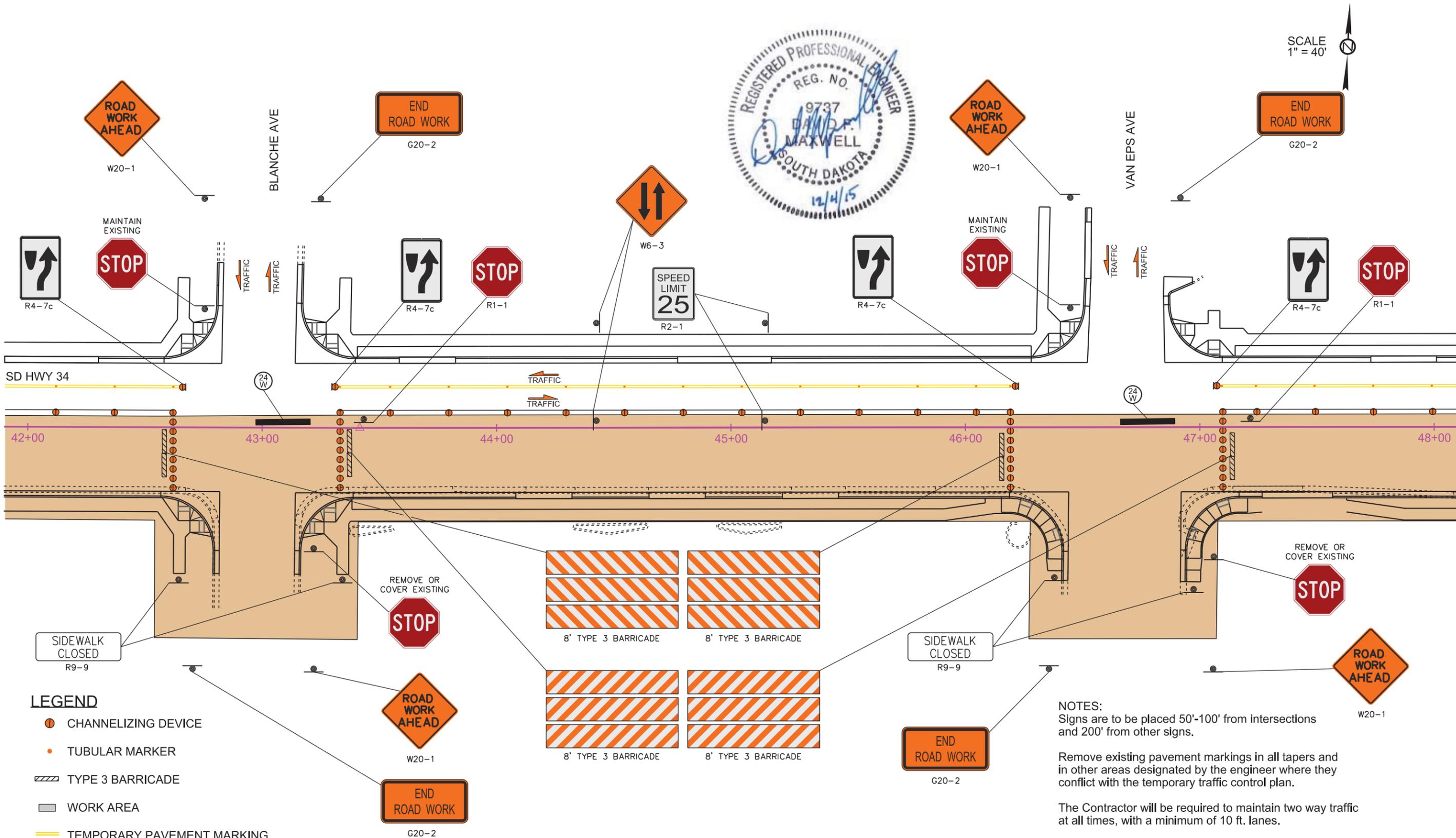
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C32	C60

Plotting Date: 11/30/2015



SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C29 for an example of the layout for a closed intersection.

NOTES:
Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C29 for an example of the layout for a closed intersection.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Egan Avenue and N. 2nd Street for the duration of the project.

Temporary signage plan to be submitted to Engineer before work begins on the phase of work.

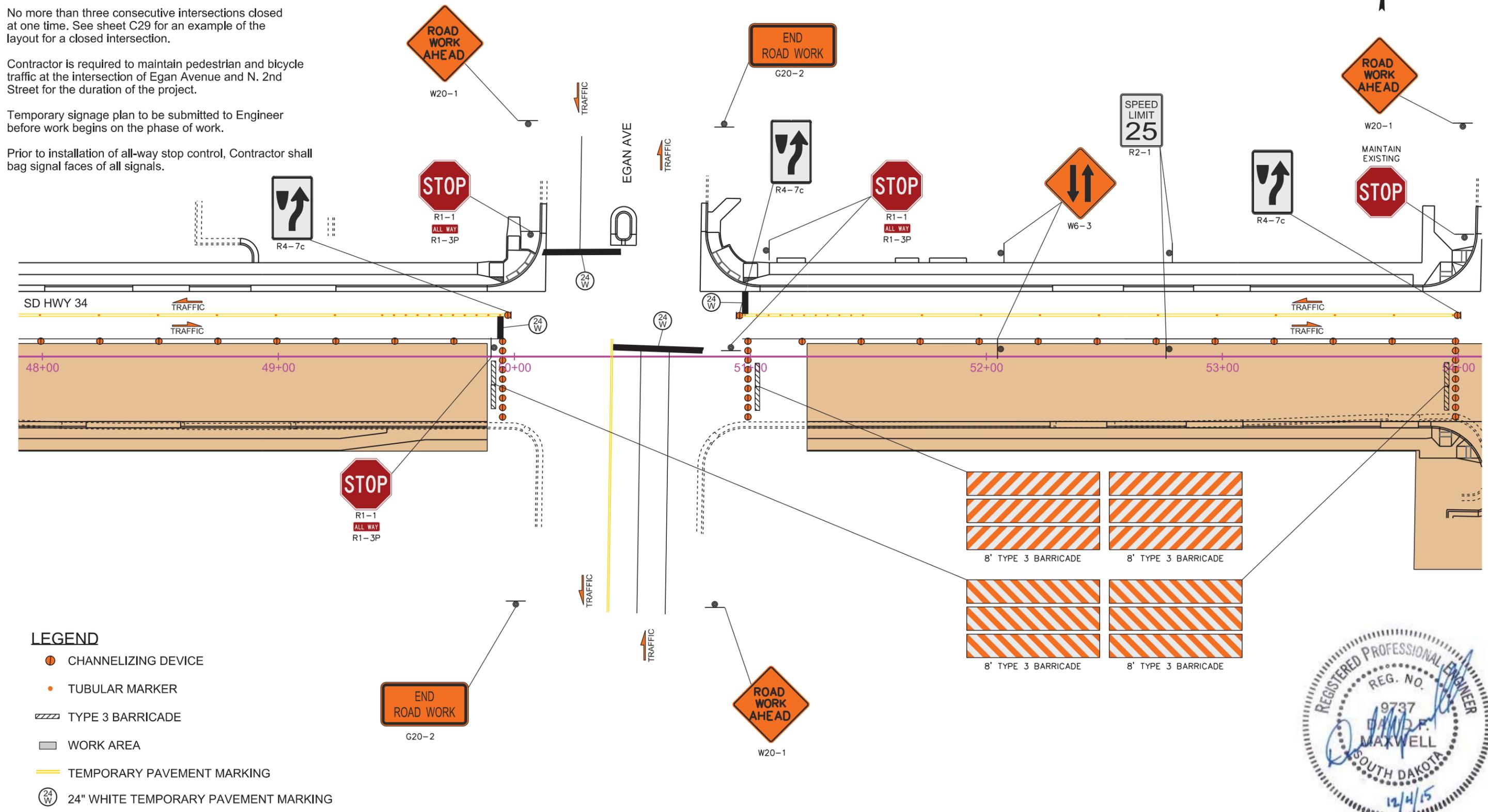
Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.

PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

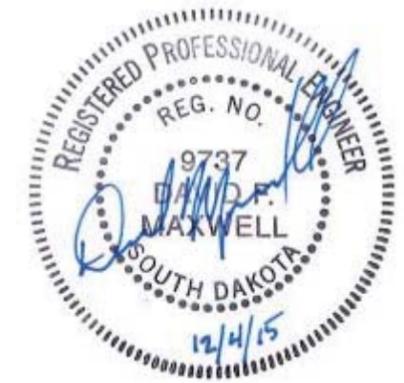
STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C33	C60
Plotting Date: 11/30/2015			

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING



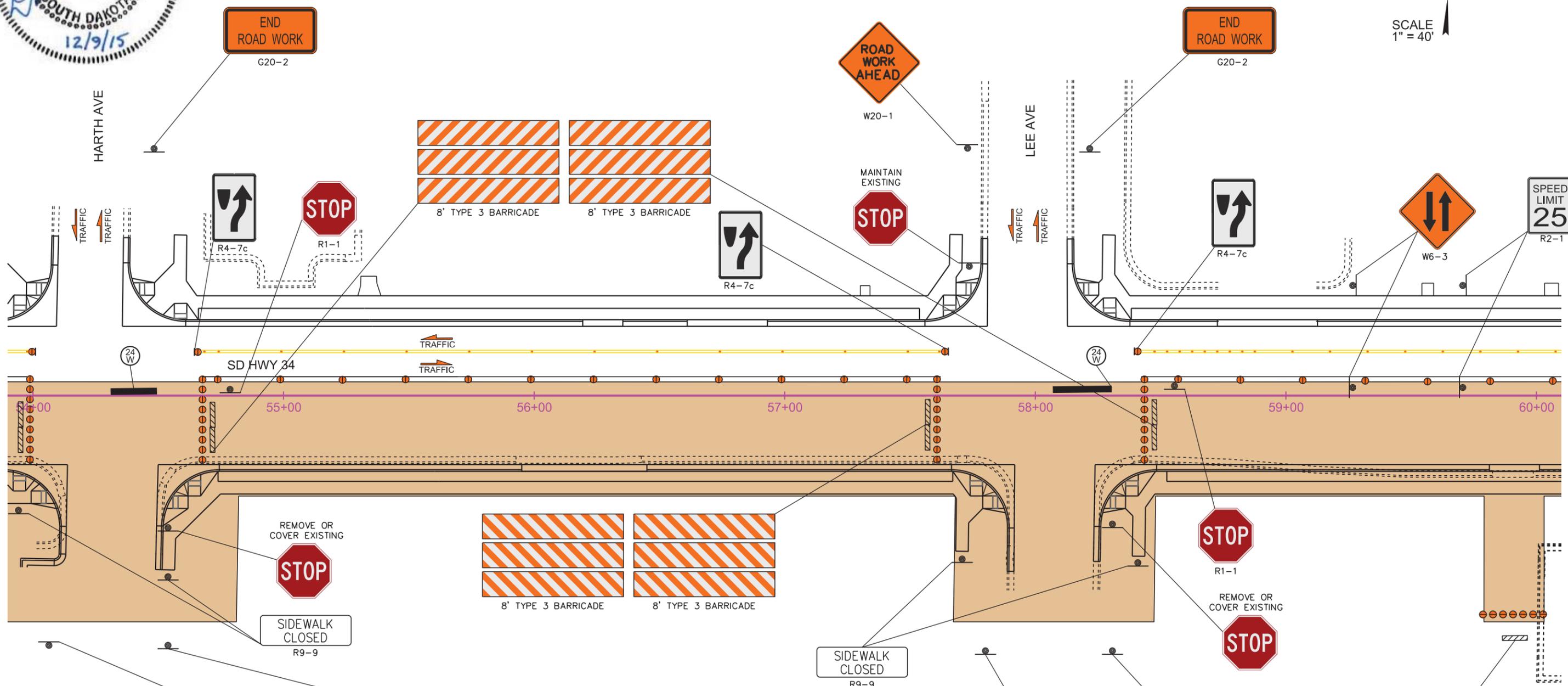
PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY



STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C34	TOTAL SHEETS C60
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Plotting Date: 12/9/2015
Revised: 12/9/2015 AJS



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

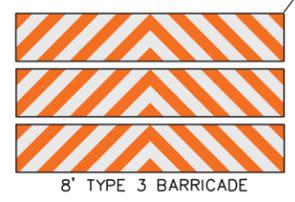
NOTES:

Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

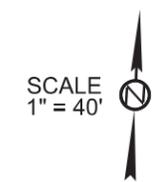
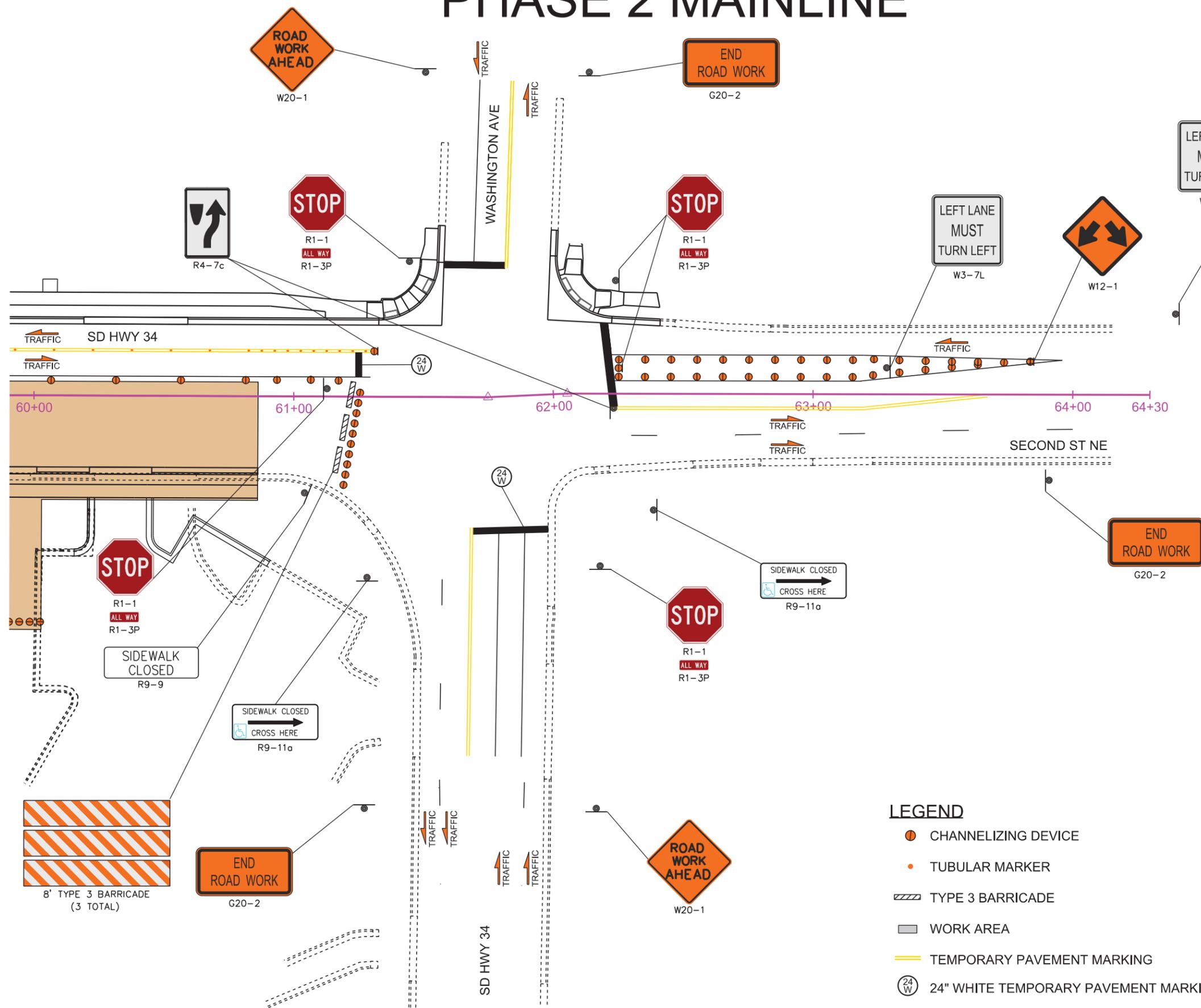
No more than three consecutive intersections closed at one time. See sheet C29 for an example of the layout for a closed intersection.



PHASE 2 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C35	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



NOTES:
Refer to SDDOT Plate 634.45 for additional information on traffic control layout.

Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

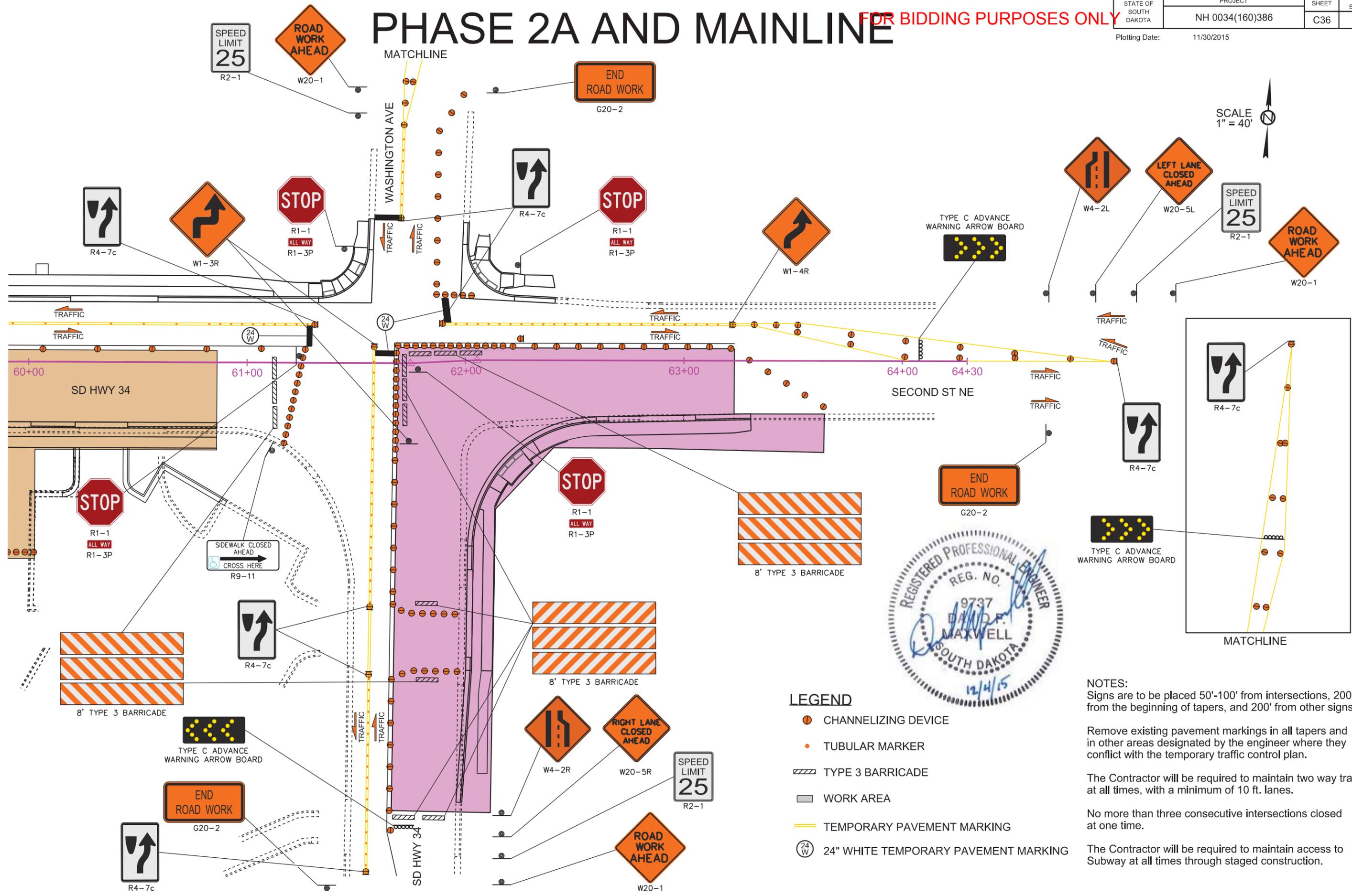
Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Washington Avenue and N. 2nd Street for the duration of the project.

Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.

- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

PHASE 2A AND MAINLINE

FOR BIDDING PURPOSES ONLY



SCALE
1" = 40'



LEGEND

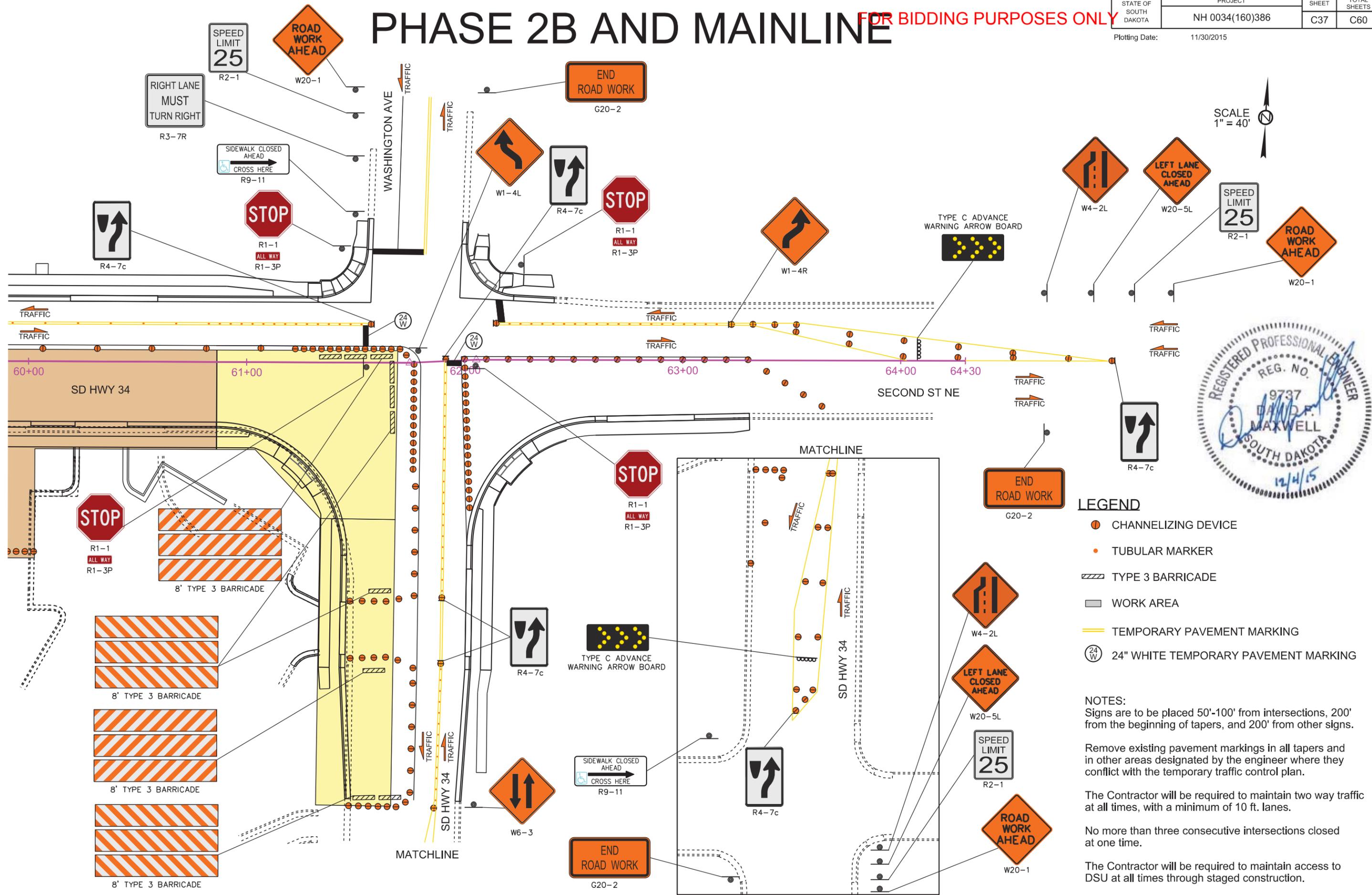
- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time.
 The Contractor will be required to maintain access to Subway at all times through staged construction.

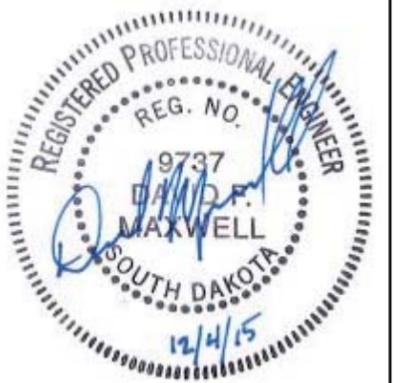
PHASE 2B AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C37	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time.
 The Contractor will be required to maintain access to DSU at all times through staged construction.

NOTES:
 Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Egan Avenue and N. 2nd Street for the duration of the project.

Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.

Temporary signage plan to be submitted to Engineer before work begins on this phase of work.

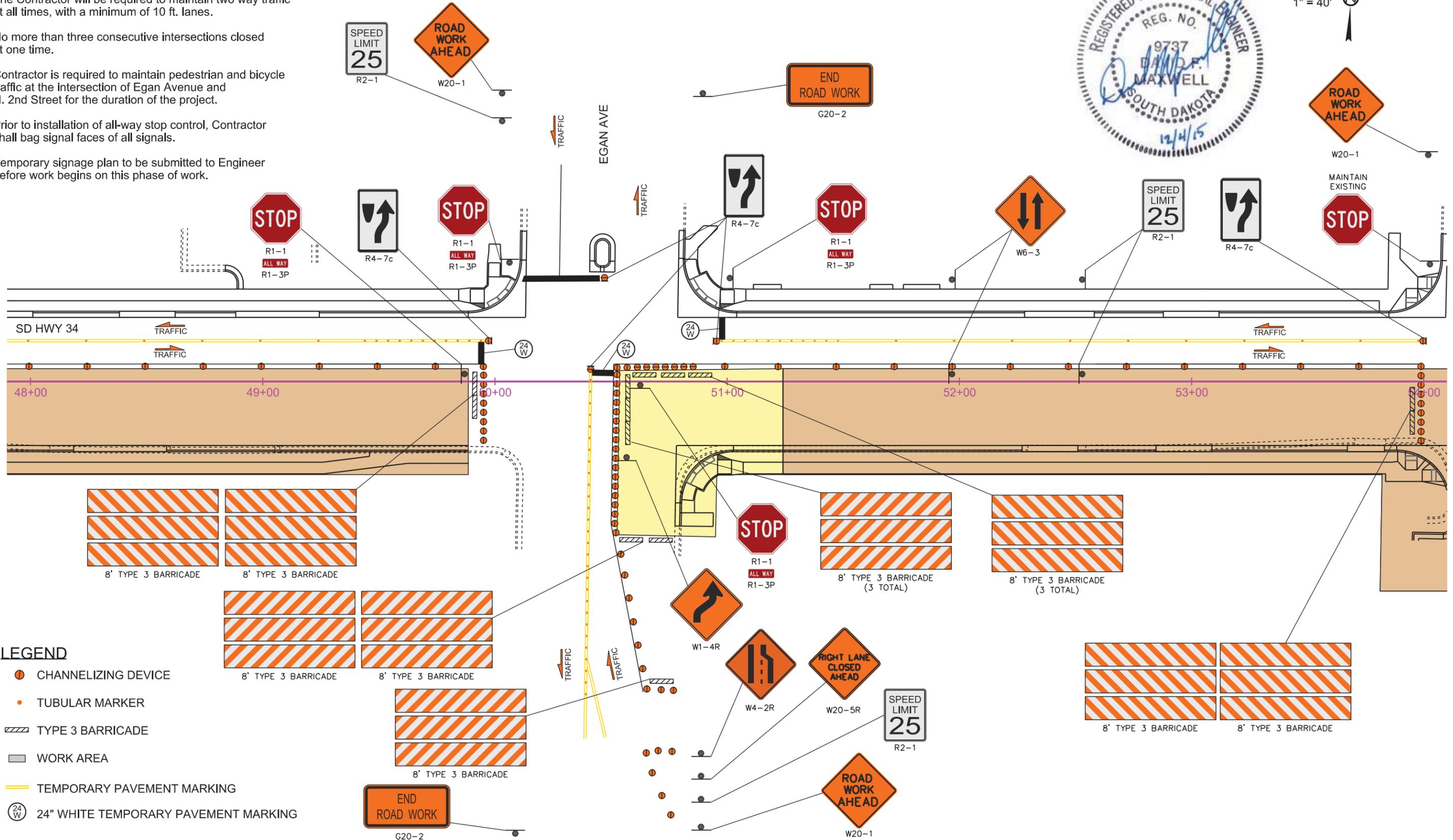
PHASE 2C AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C38	C60
Plotting Date: 11/30/2015			



SCALE
1" = 40'



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

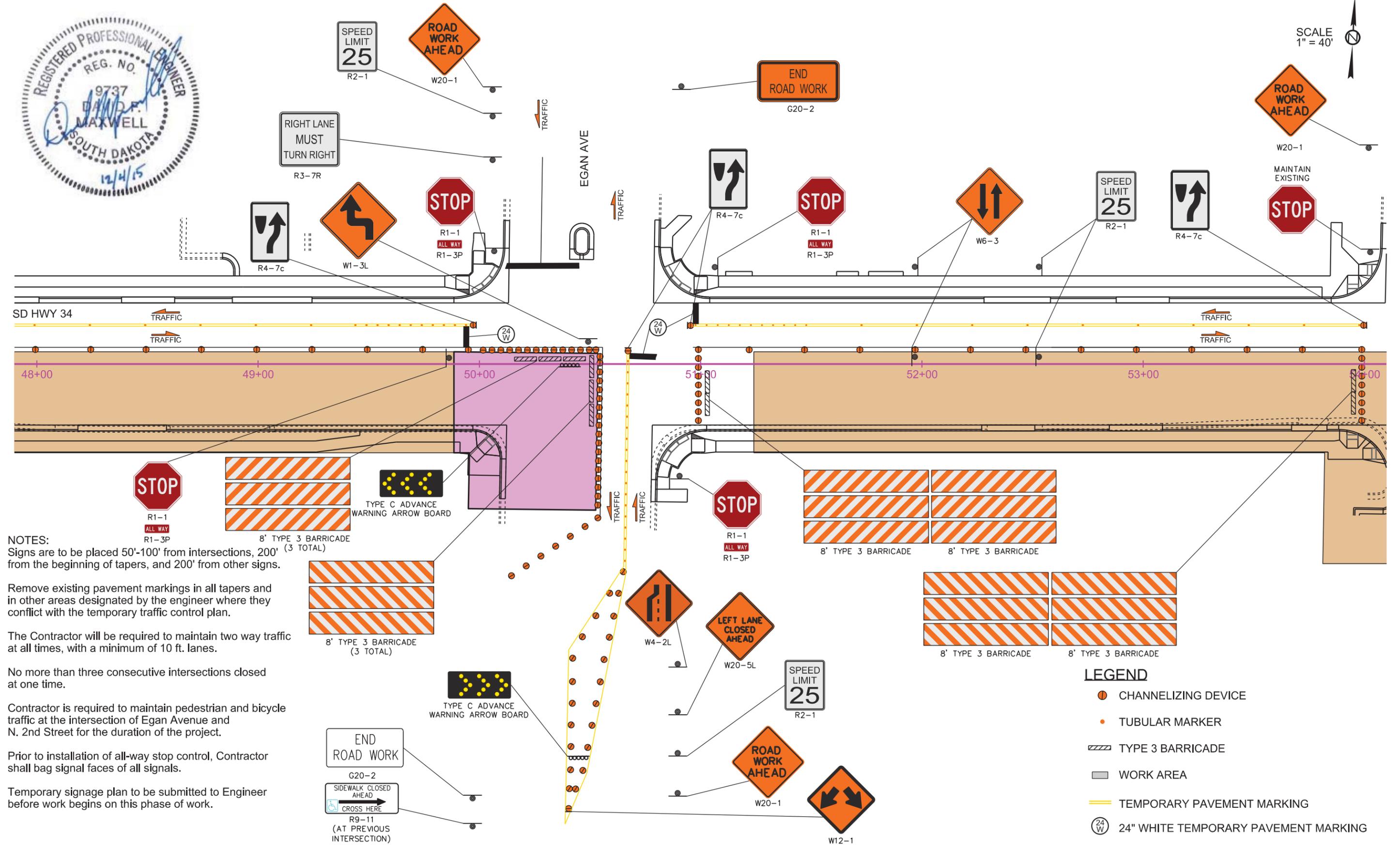
PHASE 2D AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT	SHEET	TOTAL SHEETS
	NH 0034(160)386	C39	C60
Plotting Date: 11/30/2015			



SCALE
1" = 40'



- NOTES:**
- Signs are to be placed 50'-100' from intersections, 200' (3 TOTAL) from the beginning of tapers, and 200' from other signs.
 - Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 - The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 - No more than three consecutive intersections closed at one time.
 - Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Egan Avenue and N. 2nd Street for the duration of the project.
 - Prior to installation of all-way stop control, Contractor shall bag signal faces of all signals.
 - Temporary signage plan to be submitted to Engineer before work begins on this phase of work.

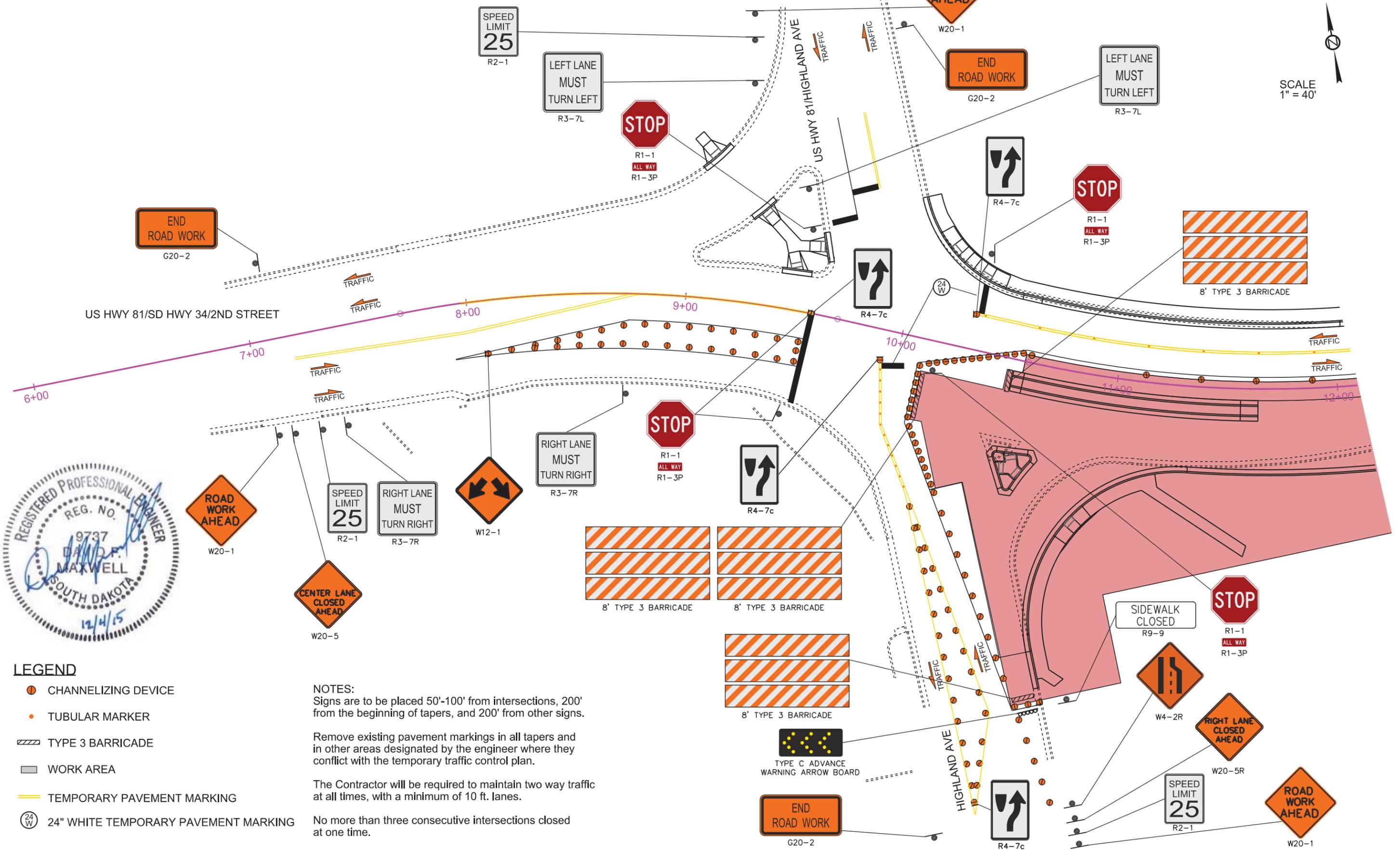
LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

PHASE 2E AND MAINLINE FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C40	TOTAL SHEETS C60
Plotting Date: 11/30/2015			

SCALE
1" = 40'



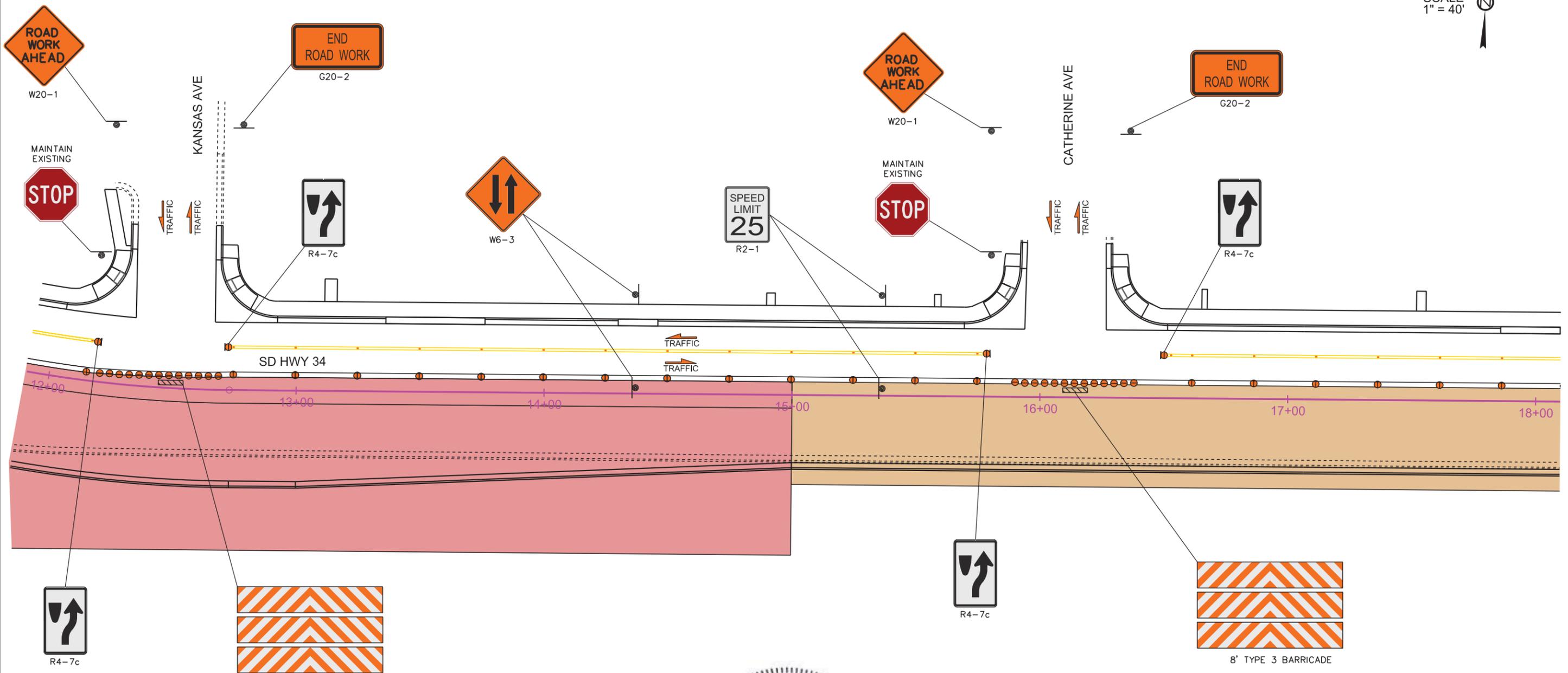
- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time.

PHASE 2E AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C41	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



LEGEND

-  CHANNELIZING DEVICE
-  TUBULAR MARKER
-  TYPE 3 BARRICADE
-  WORK AREA
-  TEMPORARY PAVEMENT MARKING
-  24" WHITE TEMPORARY PAVEMENT MARKING

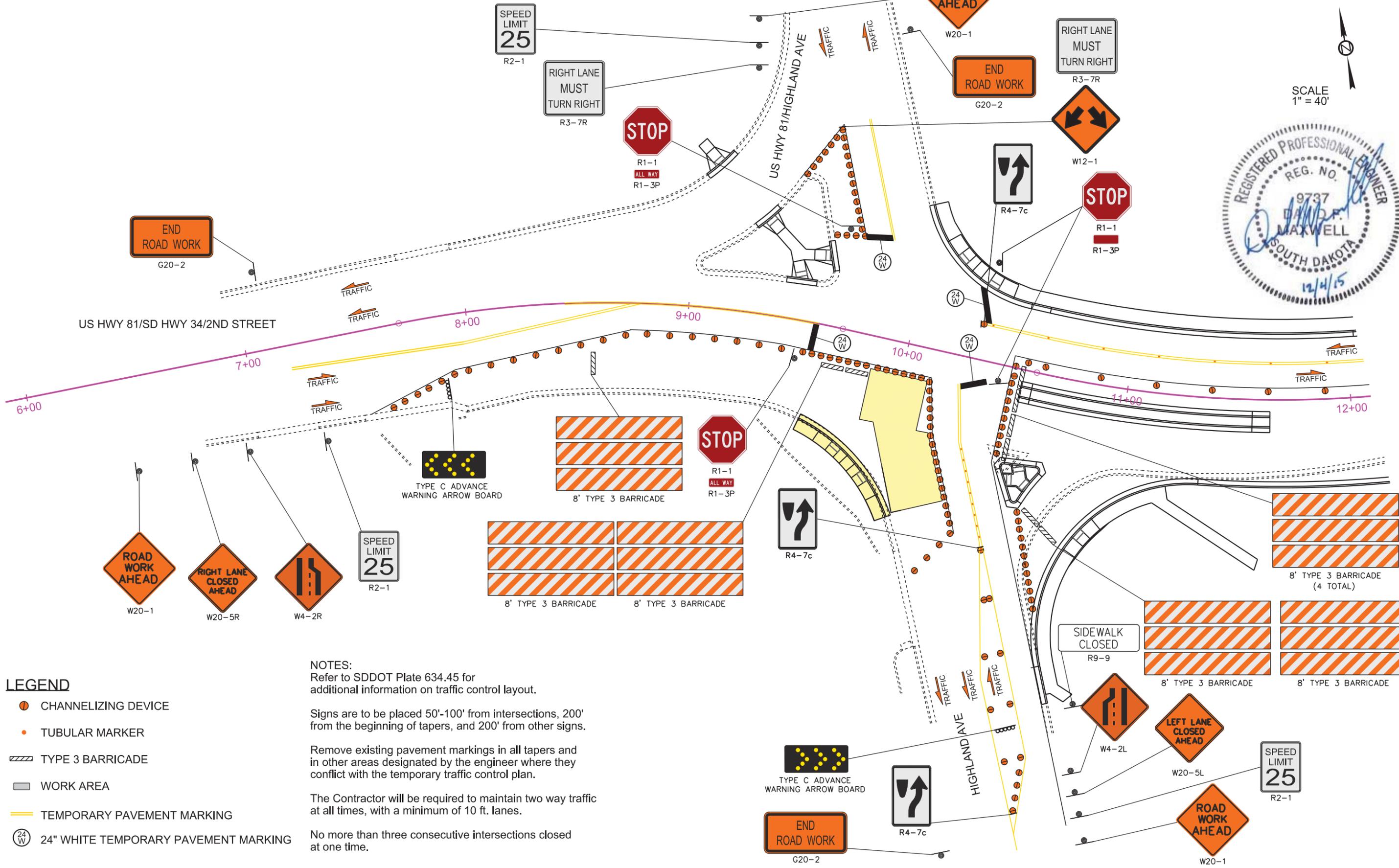
NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See sheet C29 for an example of the layout for a closed intersection.

PHASE 2F AND MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C42	TOTAL SHEETS C60
Plotting Date: 11/30/2015			

SCALE
1" = 40'



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Refer to SDDOT Plate 634.45 for additional information on traffic control layout.

Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

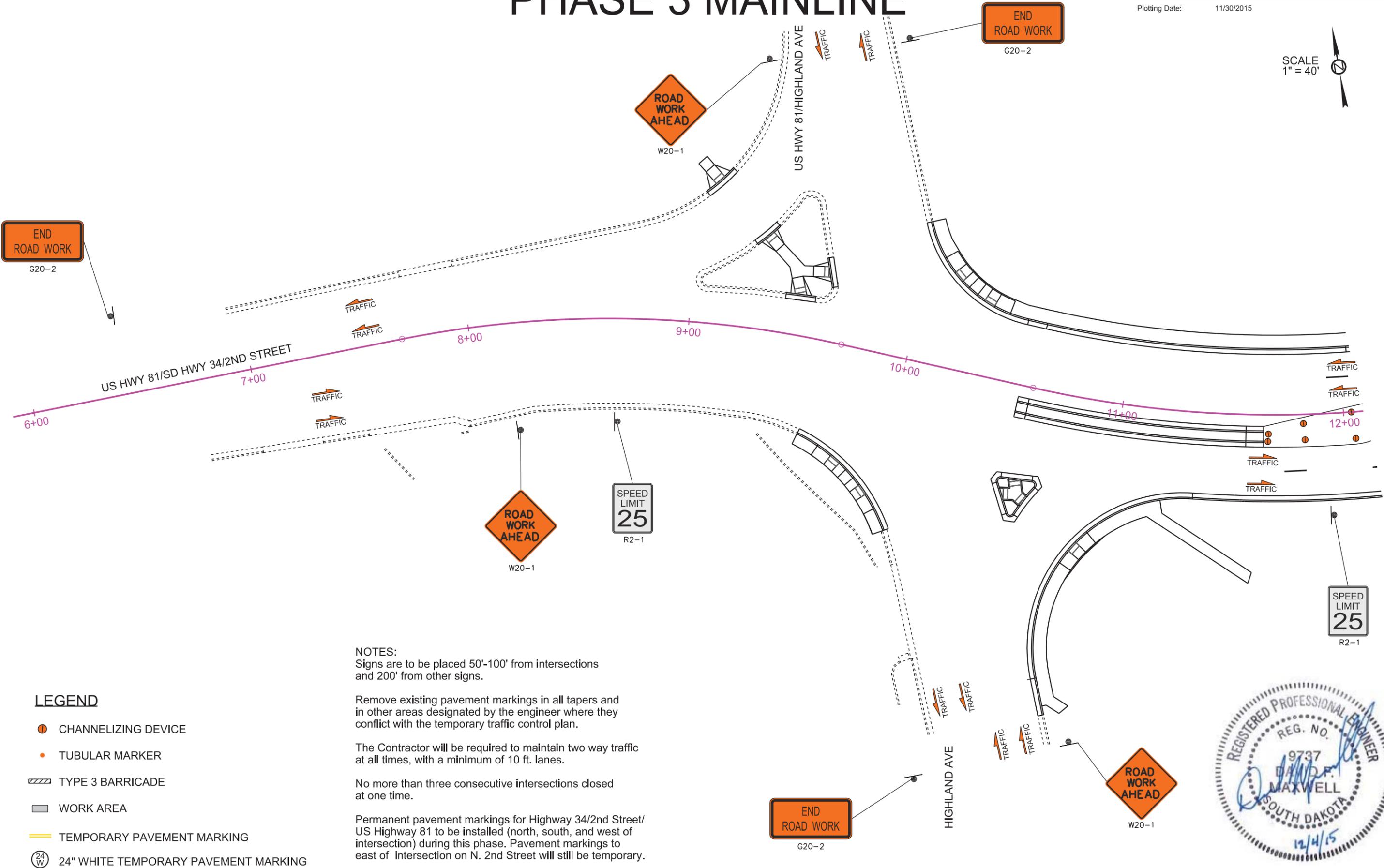
PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C43	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

Permanent pavement markings for Highway 34/2nd Street/ US Highway 81 to be installed (north, south, and west of intersection) during this phase. Pavement markings to east of intersection on N. 2nd Street will still be temporary.

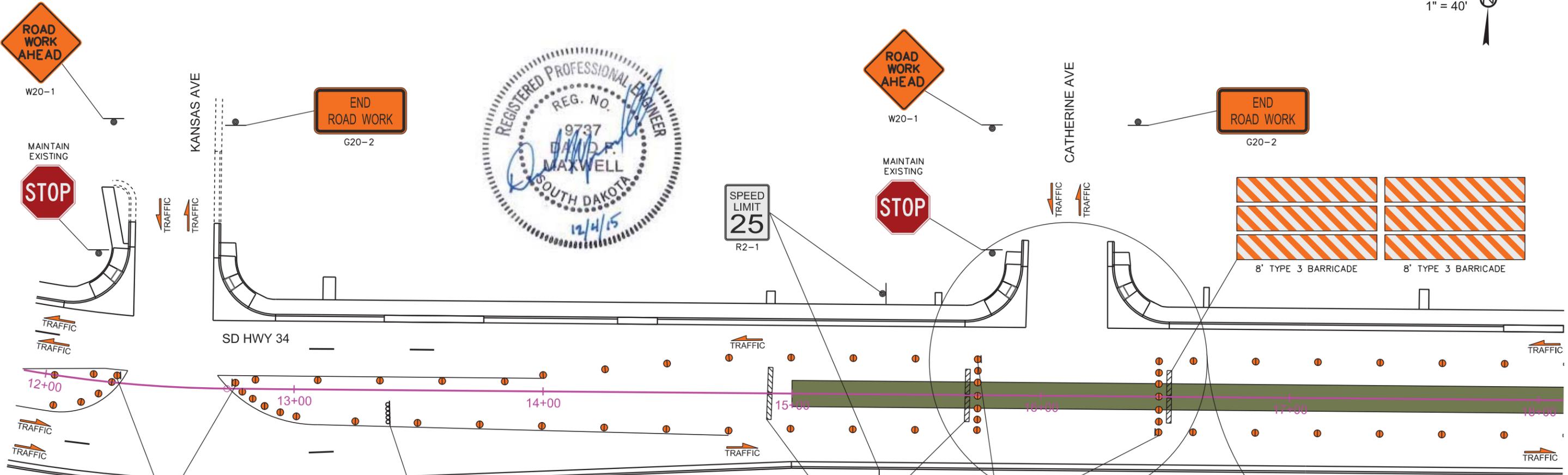


PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C44	TOTAL SHEETS C60
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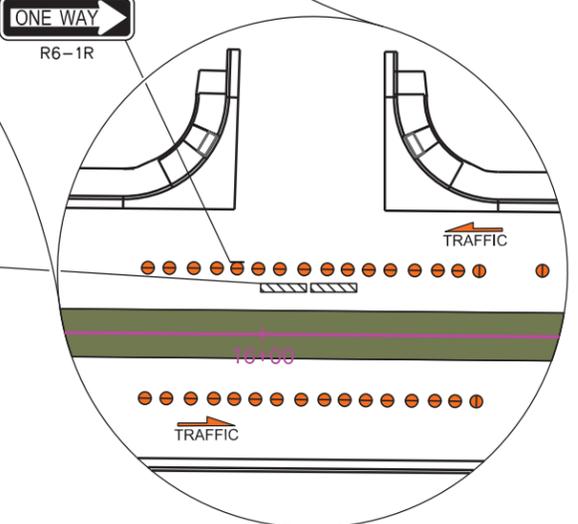
Plotting Date: 11/30/2015



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See this sheet for an example of the layout for a closed intersection.



EXAMPLE OF CLOSED INTERSECTION

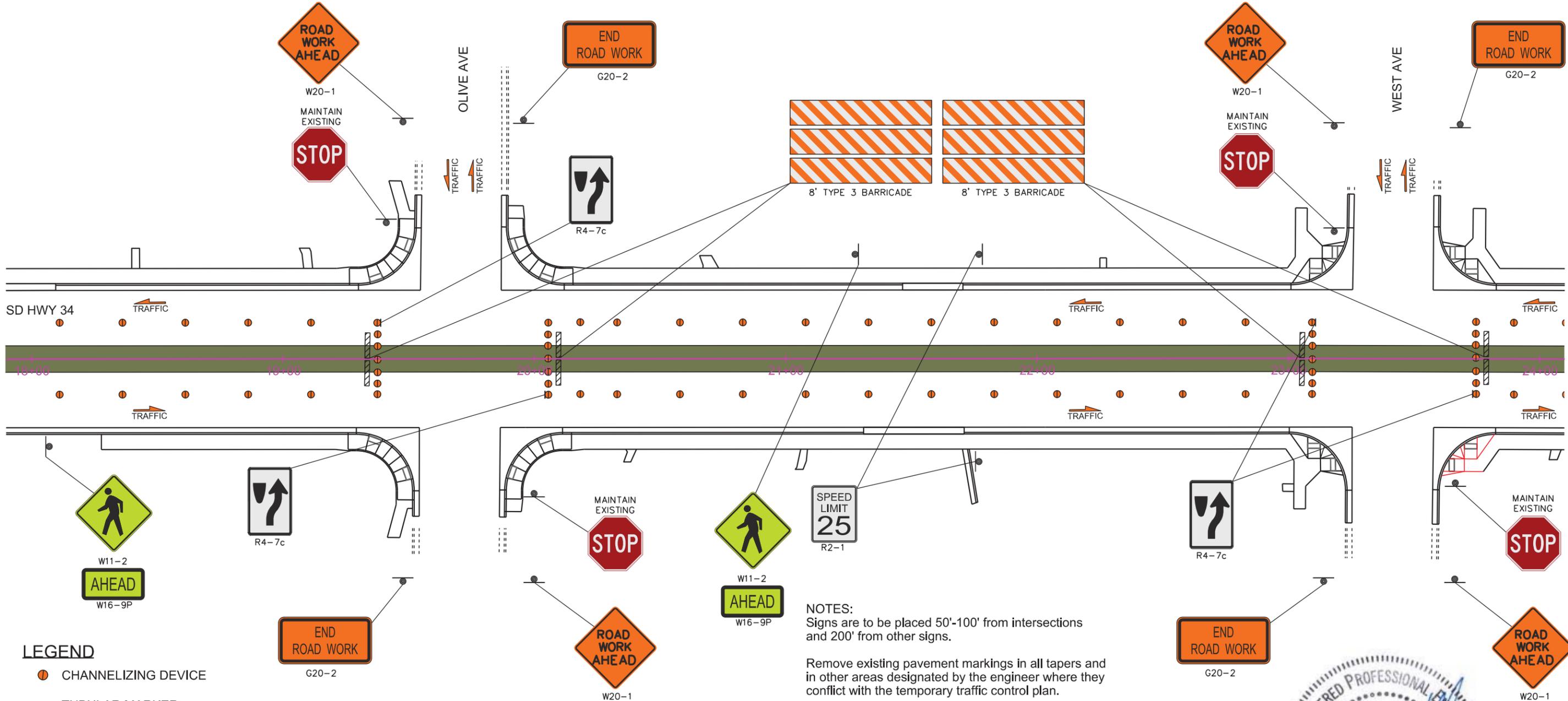
PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C45	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C44 for an example of the layout for a closed intersection.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Olive and N. 2nd Street for the duration of the project, even if the intersection is closed under the premise of the previous note.

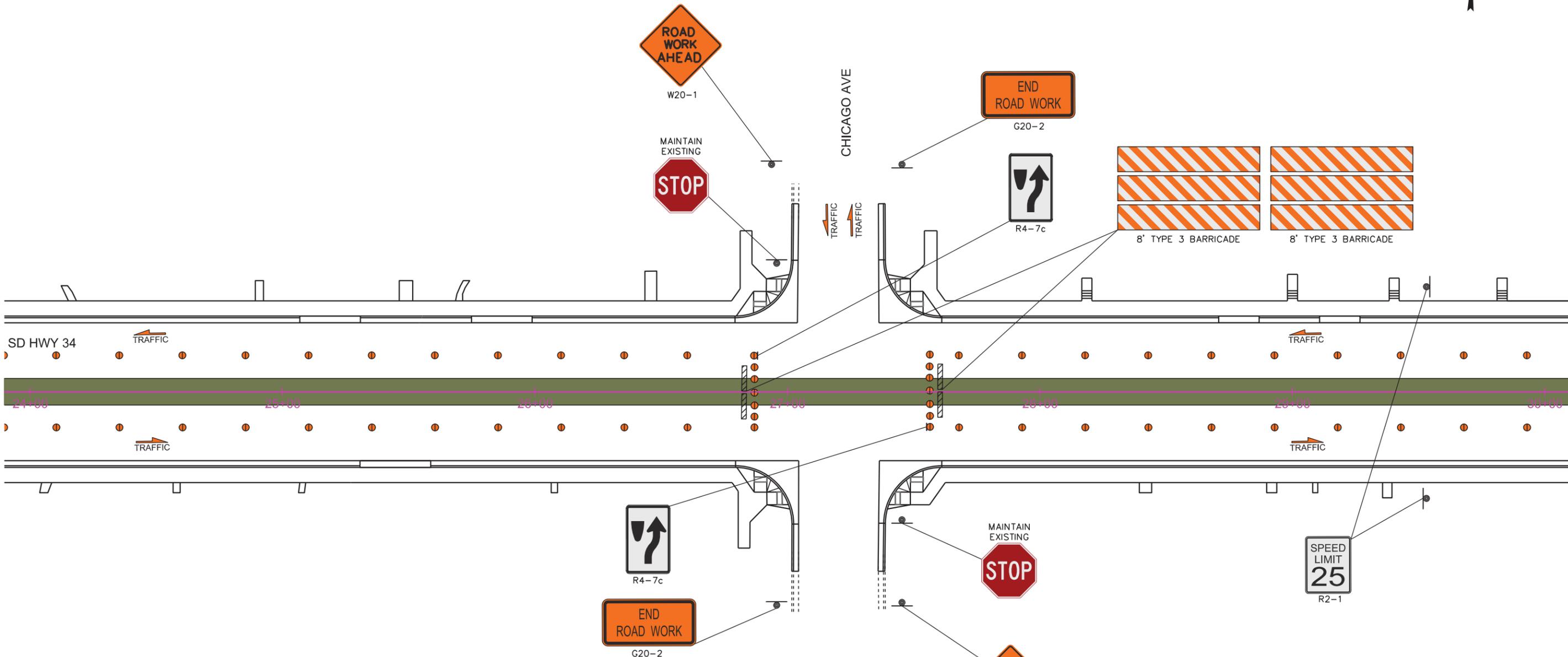
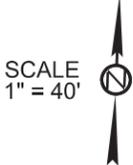


PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C46	TOTAL SHEETS C60
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Plotting Date: 11/30/2015



- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See sheet C44 for an example of the layout for a closed intersection.

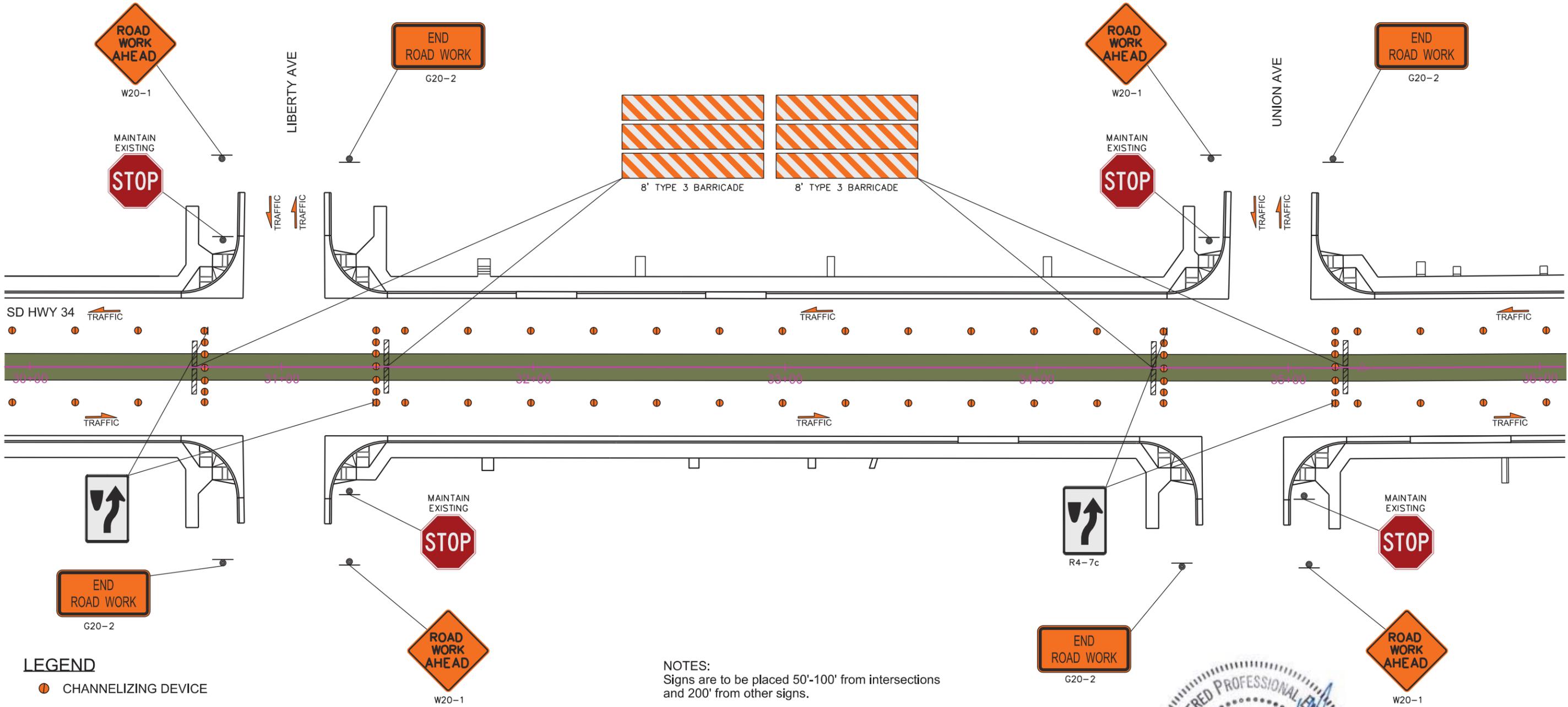


PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C47	TOTAL SHEETS C60
Plotting Date: 11/30/2015			

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

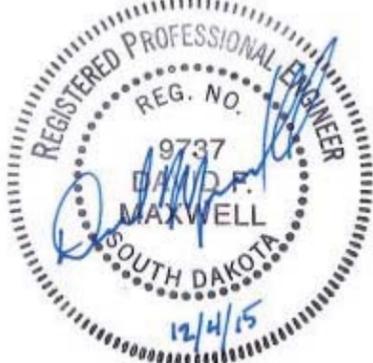
NOTES:

Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time. See sheet C44 for an example of the layout for a closed intersection.



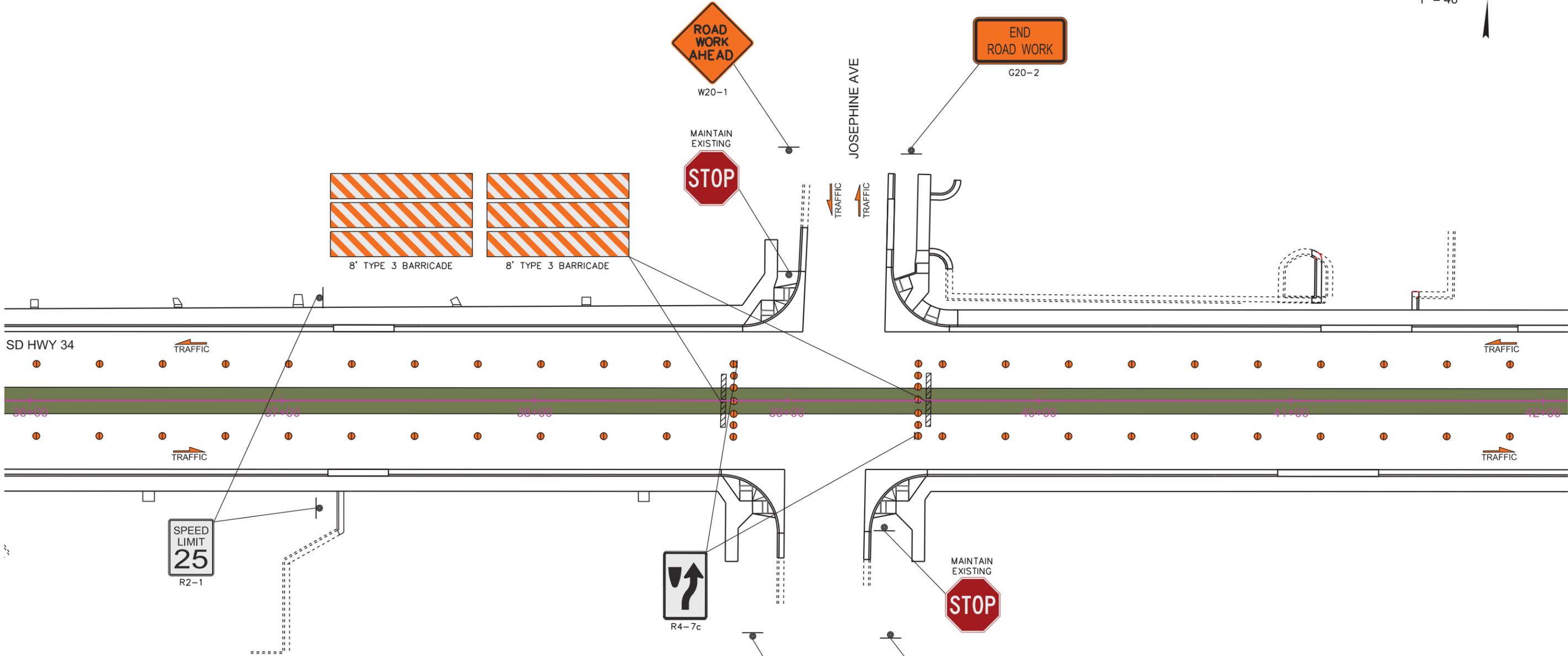
PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C48	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See sheet C44 for an example of the layout for a closed intersection.



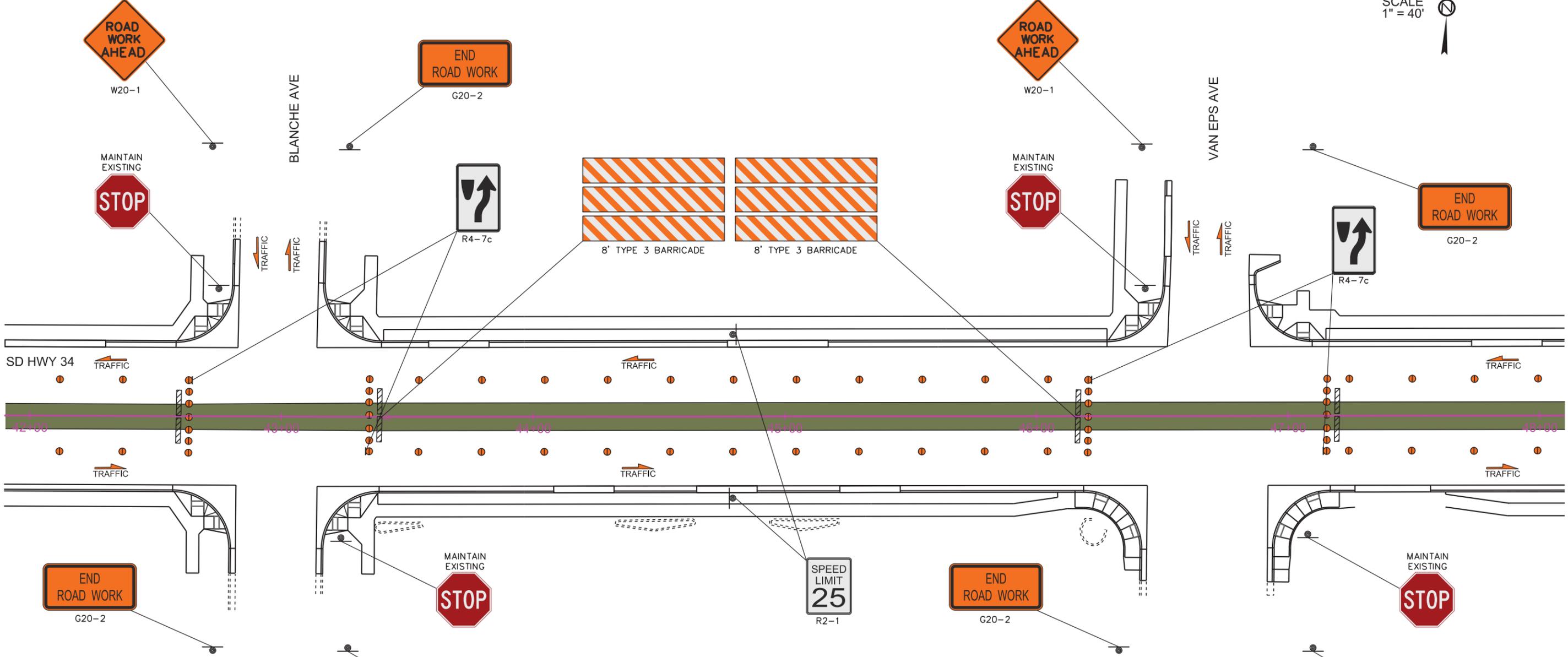
PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C49	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

SCALE
1" = 40'



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

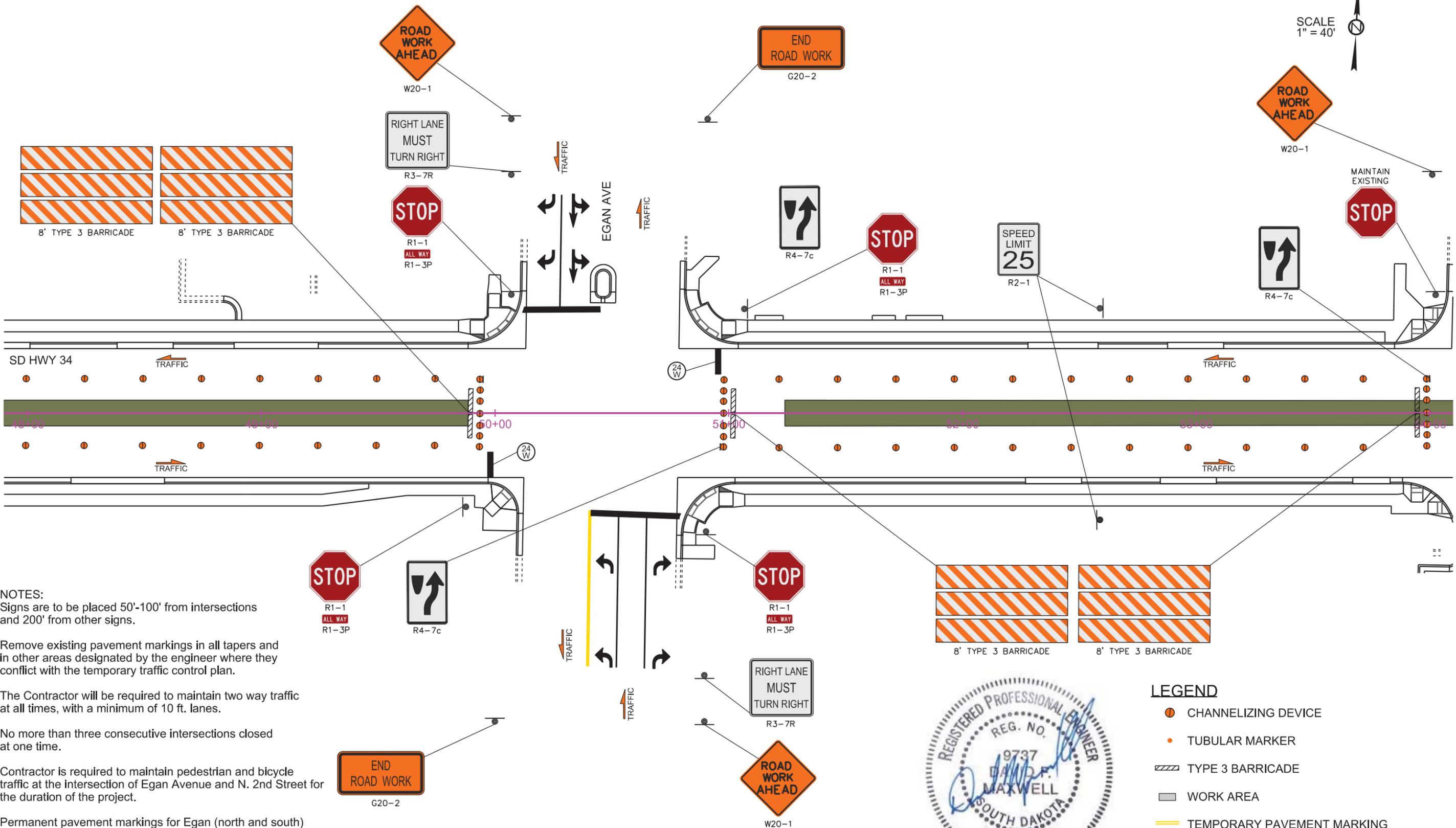
No more than three consecutive intersections closed at one time. See sheet C44 for an example of the layout for a closed intersection.



PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C50	TOTAL SHEETS C60
Plotting Date: 11/30/2015			



NOTES:
Signs are to be placed 50'-100' from intersections and 200' from other signs.

Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.

The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.

No more than three consecutive intersections closed at one time.

Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Egan Avenue and N. 2nd Street for the duration of the project.

Permanent pavement markings for Egan (north and south) to be installed during this phase. Pavement markings on N. 2nd Street still to be temporary.

- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING

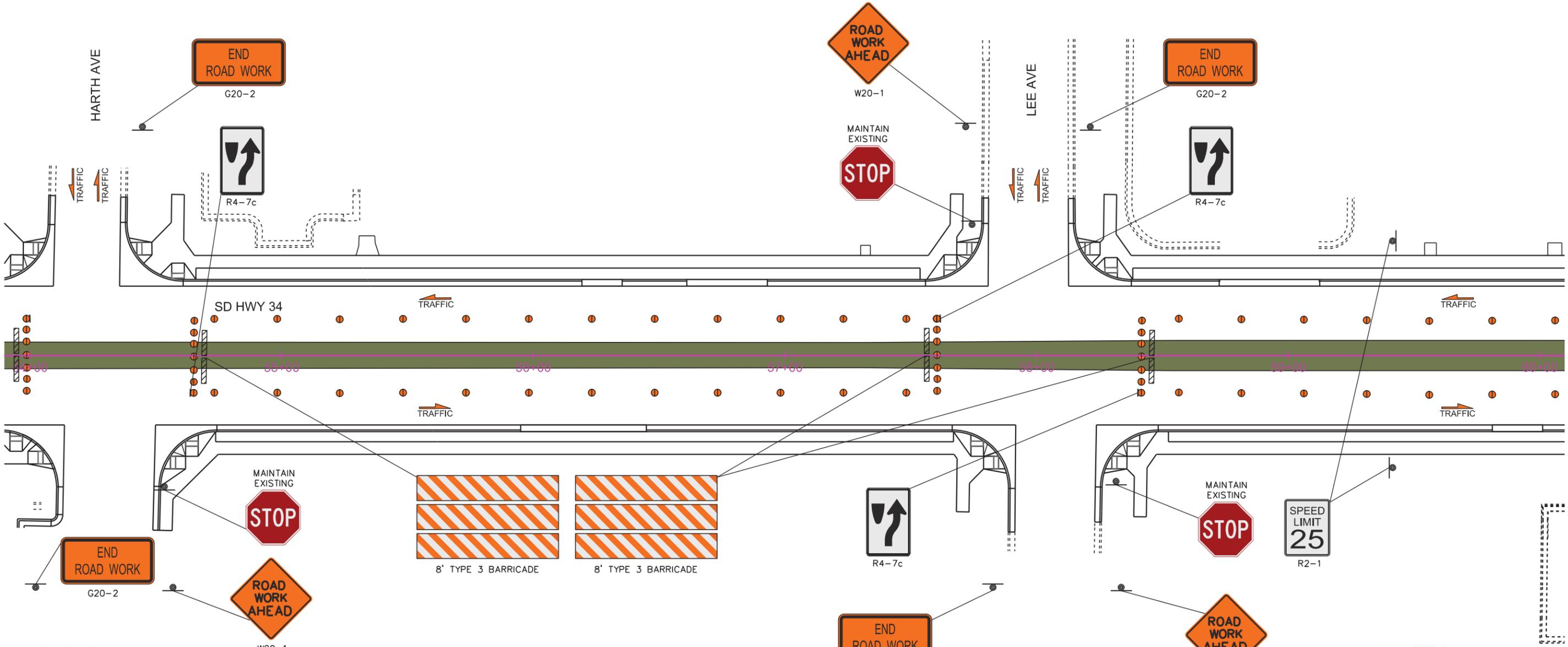


PHASE 3 MAINLINE

FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C51	TOTAL SHEETS C60
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Plotting Date: 11/30/2015



LEGEND

- CHANNELIZING DEVICE
- TUBULAR MARKER
- TYPE 3 BARRICADE
- WORK AREA
- TEMPORARY PAVEMENT MARKING
- 24" WHITE TEMPORARY PAVEMENT MARKING

NOTES:
 Signs are to be placed 50'-100' from intersections and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time. See sheet C44 for an example of the layout for a closed intersection.

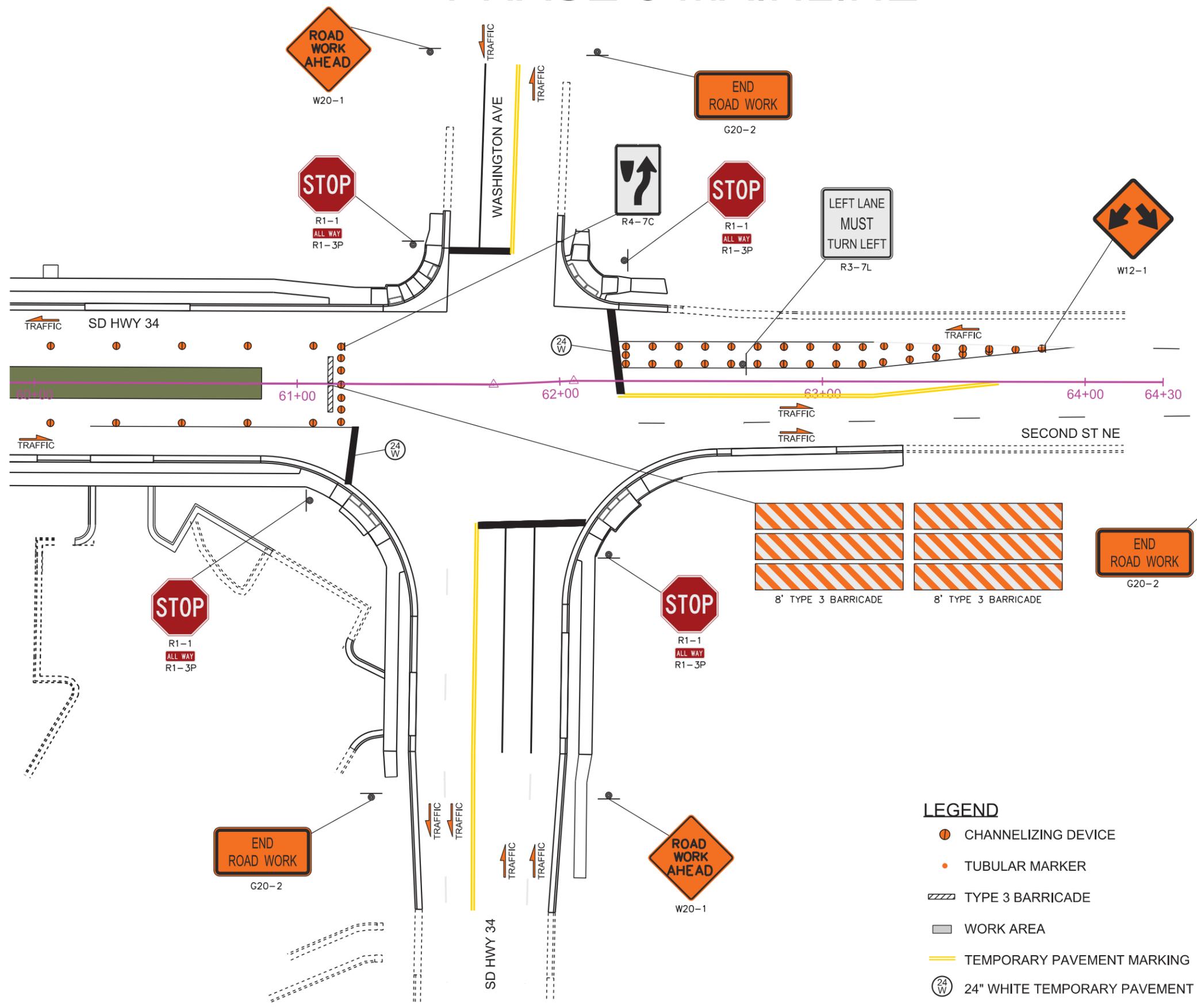


PHASE 3 MAINLINE

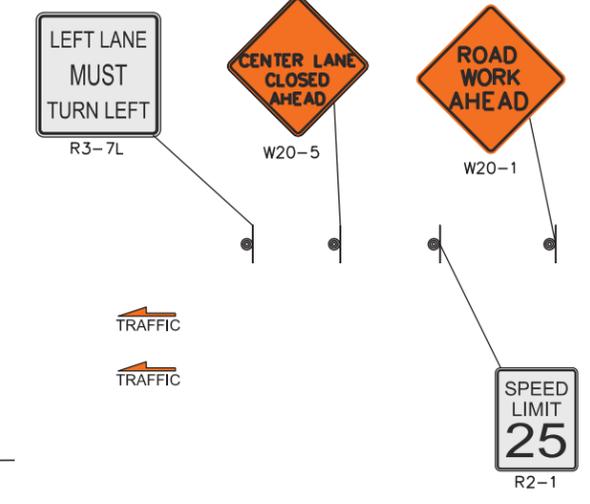
FOR BIDDING PURPOSES ONLY

STATE OF SOUTH DAKOTA	PROJECT NH 0034(160)386	SHEET C52	TOTAL SHEETS C60
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Plotting Date: 11/30/2015

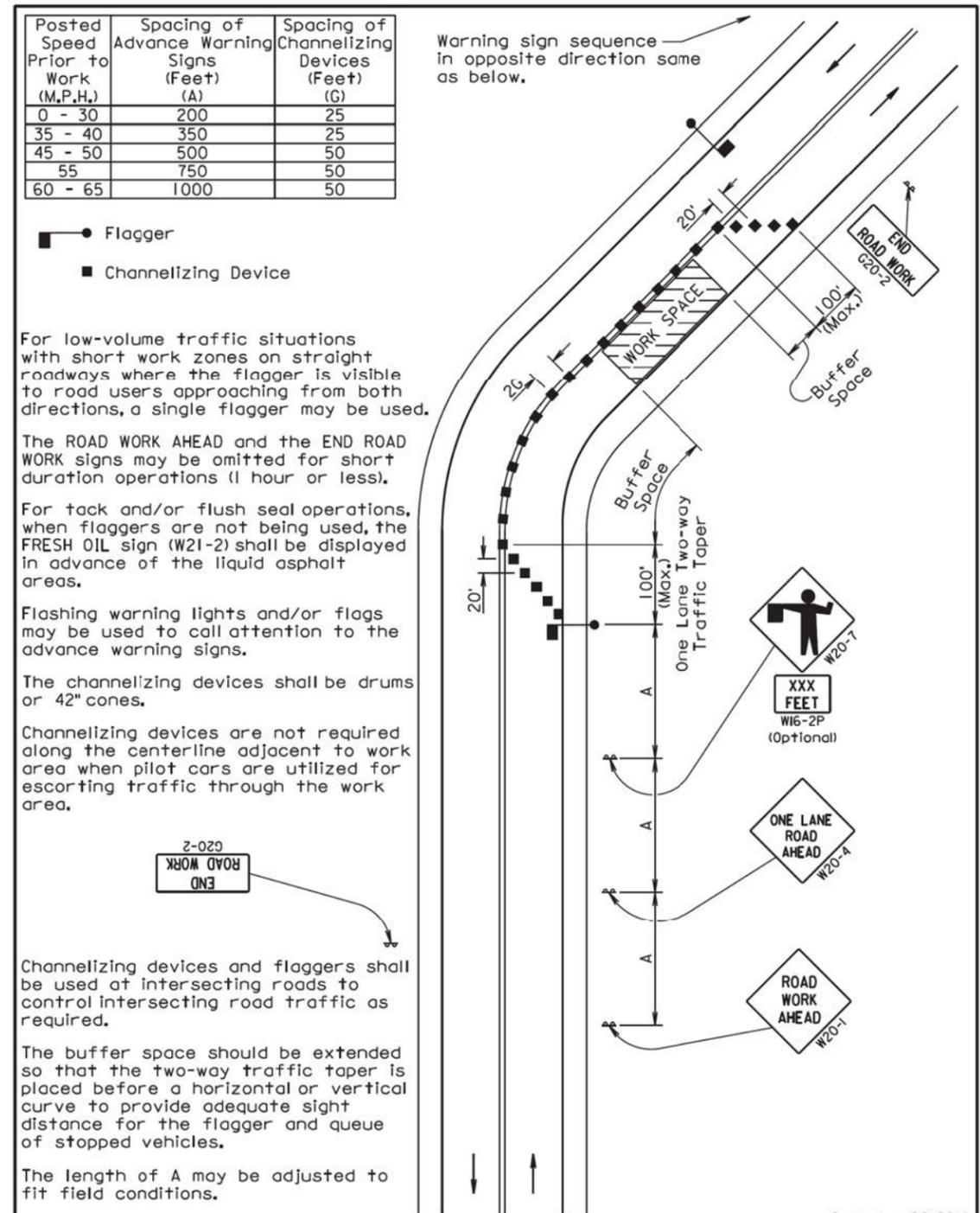
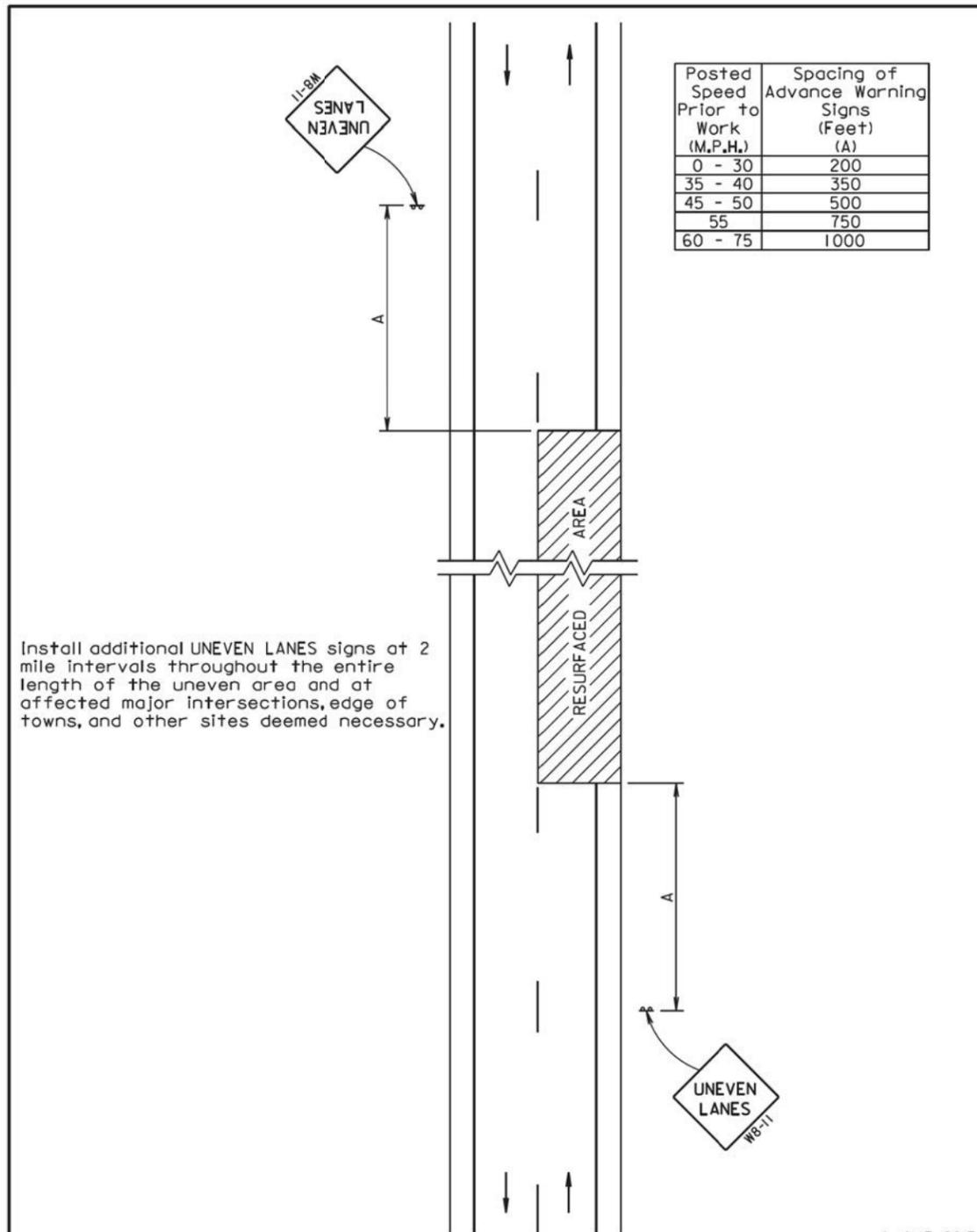


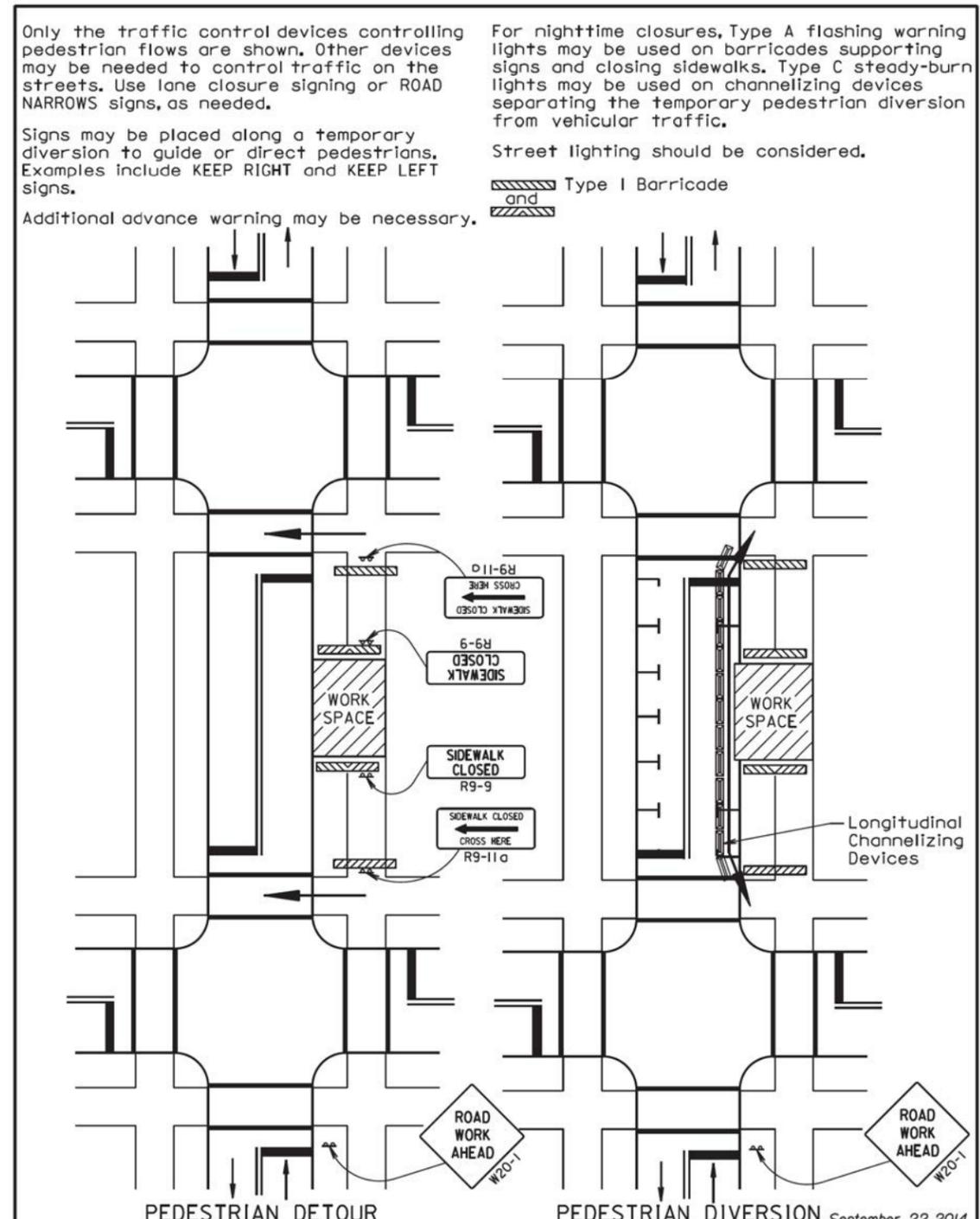
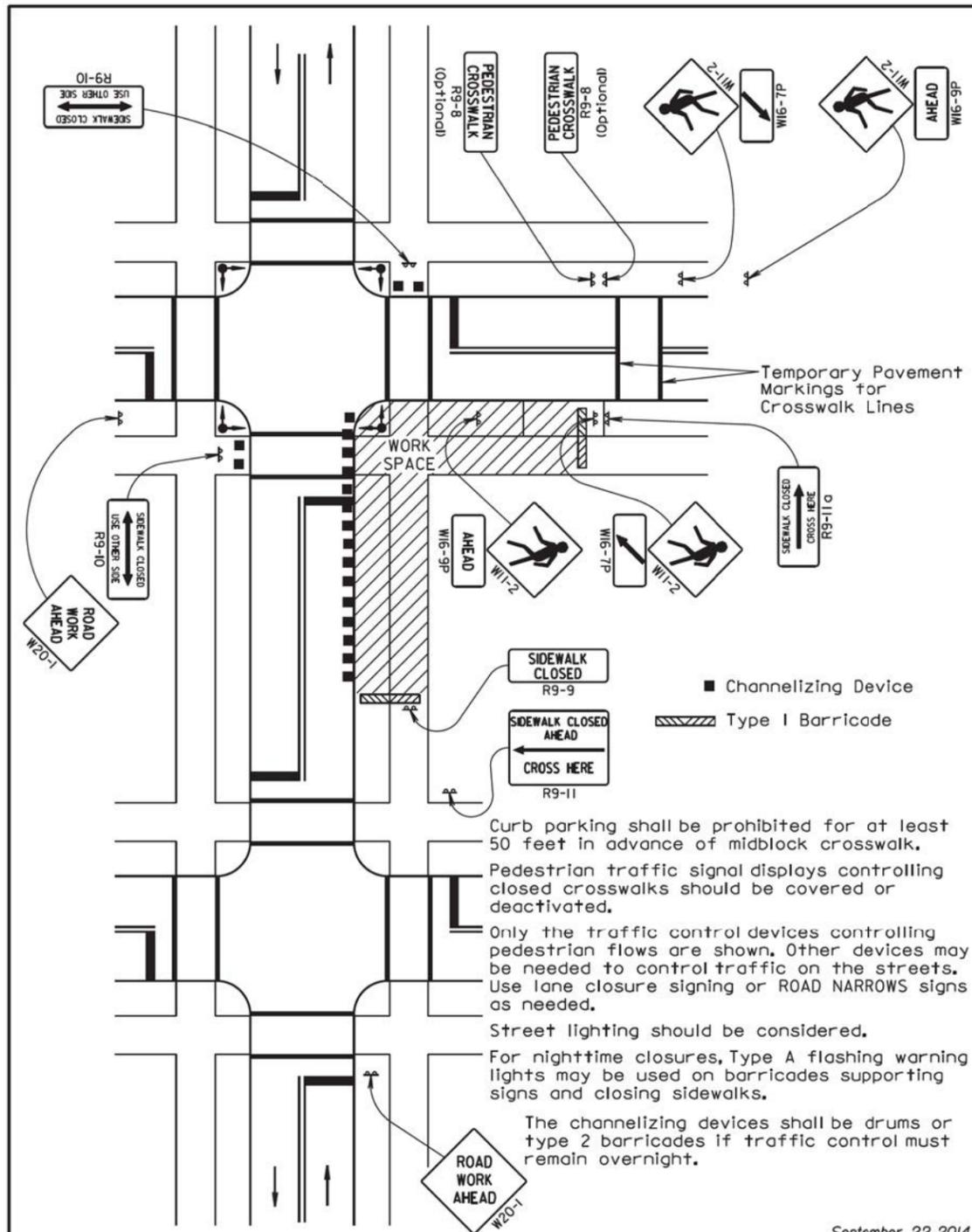
SCALE
1" = 40'



NOTES:
 Signs are to be placed 50'-100' from intersections, 200' from the beginning of tapers, and 200' from other signs.
 Remove existing pavement markings in all tapers and in other areas designated by the engineer where they conflict with the temporary traffic control plan.
 The Contractor will be required to maintain two way traffic at all times, with a minimum of 10 ft. lanes.
 No more than three consecutive intersections closed at one time.
 Contractor is required to maintain pedestrian and bicycle traffic at the intersection of Washington Avenue and N. 2nd Street for the duration of the project.
 Permanent pavement markings for Washington (north and south) to be installed during this phase. Pavement markings on N. 2nd Street still to be temporary.

- LEGEND**
- CHANNELIZING DEVICE
 - TUBULAR MARKER
 - TYPE 3 BARRICADE
 - WORK AREA
 - TEMPORARY PAVEMENT MARKING
 - 24" WHITE TEMPORARY PAVEMENT MARKING





The standard procedure is to close on the near side of the intersection any lane that is not carried through the intersection; therefore, the left through lane is closed on the near-side approach. The LEFT LANE MUST TURN LEFT sign is placed in the median to deter through traffic from entering the left turn bay.

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600

■ Channelizing Device
 4" Yellow temporary pavement marking

END ROAD WORK G20-2 (Optional)

R4-7

WORK SPACE

Type 3 Barricade

END ROAD WORK G20-2 (Optional)

R3-2

WORK SPACE

END ROAD WORK G20-2 (Optional)

ROAD WORK AHEAD W20-1

LEFT LANE MUST TURN LEFT R3-7

Arrow Board Sequential Chevron

LEFT LANE CLOSED AHEAD W20-5

ROAD WORK AHEAD W20-1

September 22, 2014

SDDOT

GUIDES FOR TRAFFIC CONTROL DEVICES
MULTIPLE LANE CLOSURES AT INTERSECTION

PLATE NUMBER
 634.45

Published Date: 4th Qtr. 2015

Sheet 1 of 1

Posted Speed Prior to Work (M.P.H.)	Spacing of Advance Warning Signs (Feet) (A)	Taper Length (Feet) (L)
0 - 30	200	180
35 - 40	350	320
45 - 50	500	600
55	750	660
60 - 65	1000	780

Posted Speed Prior to Work (M.P.H.)	Spacing of Channelizing Devices (Feet) (G)
0 - 30	25
35 - 40	25
45 - 50	50
55	50
60 - 65	50

END ROAD WORK G20-2 (Optional)

WORK SPACE

Type 3 Barricade (Double Sided)

Channelizing Device

END ROAD WORK G20-2 (Optional)

ROAD WORK AHEAD W20-1

CENTER LANE CLOSED XX FT W20-5

CENTER LANE CLOSED AHEAD W20-5

ROAD WORK AHEAD W20-1

September 22, 2014

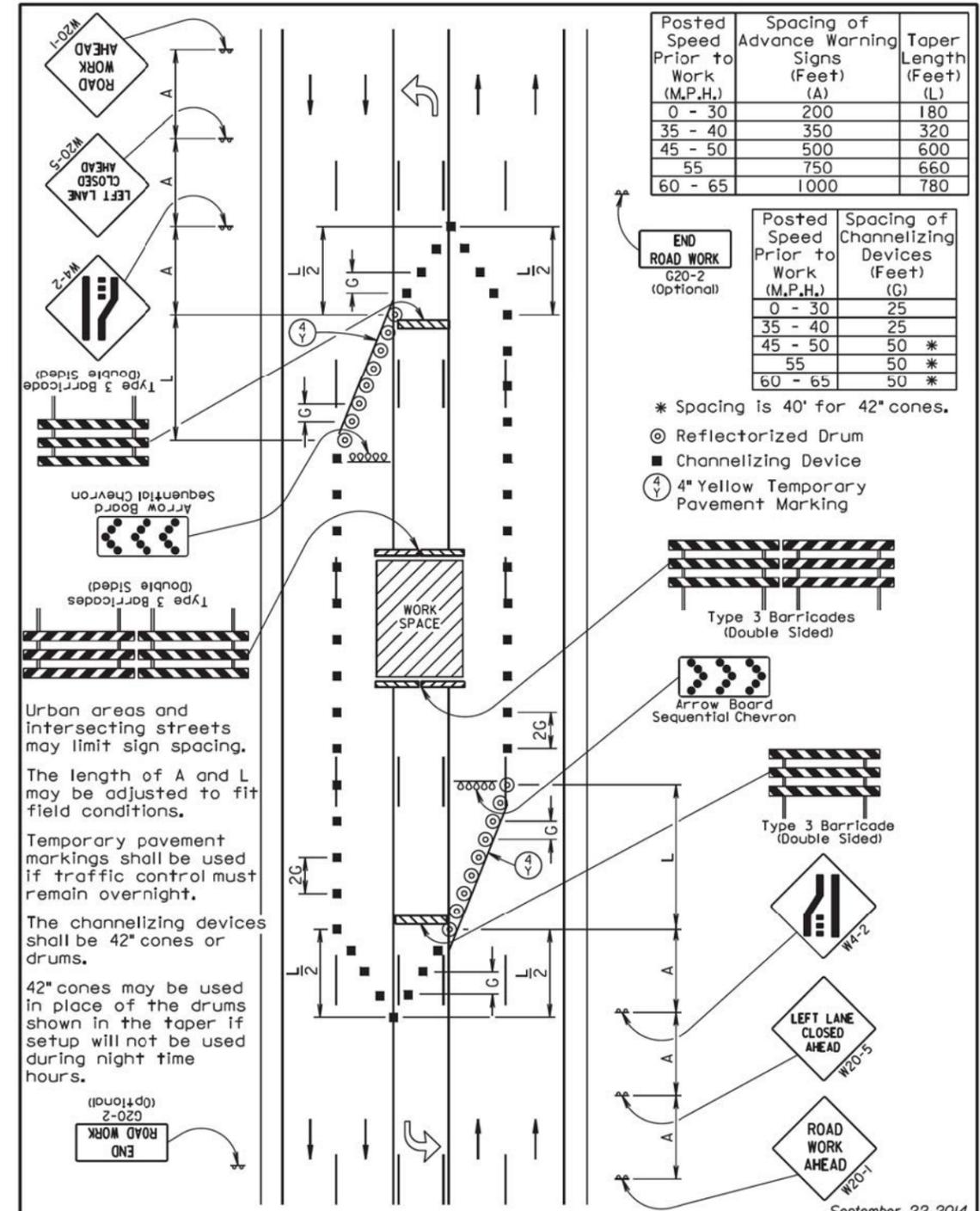
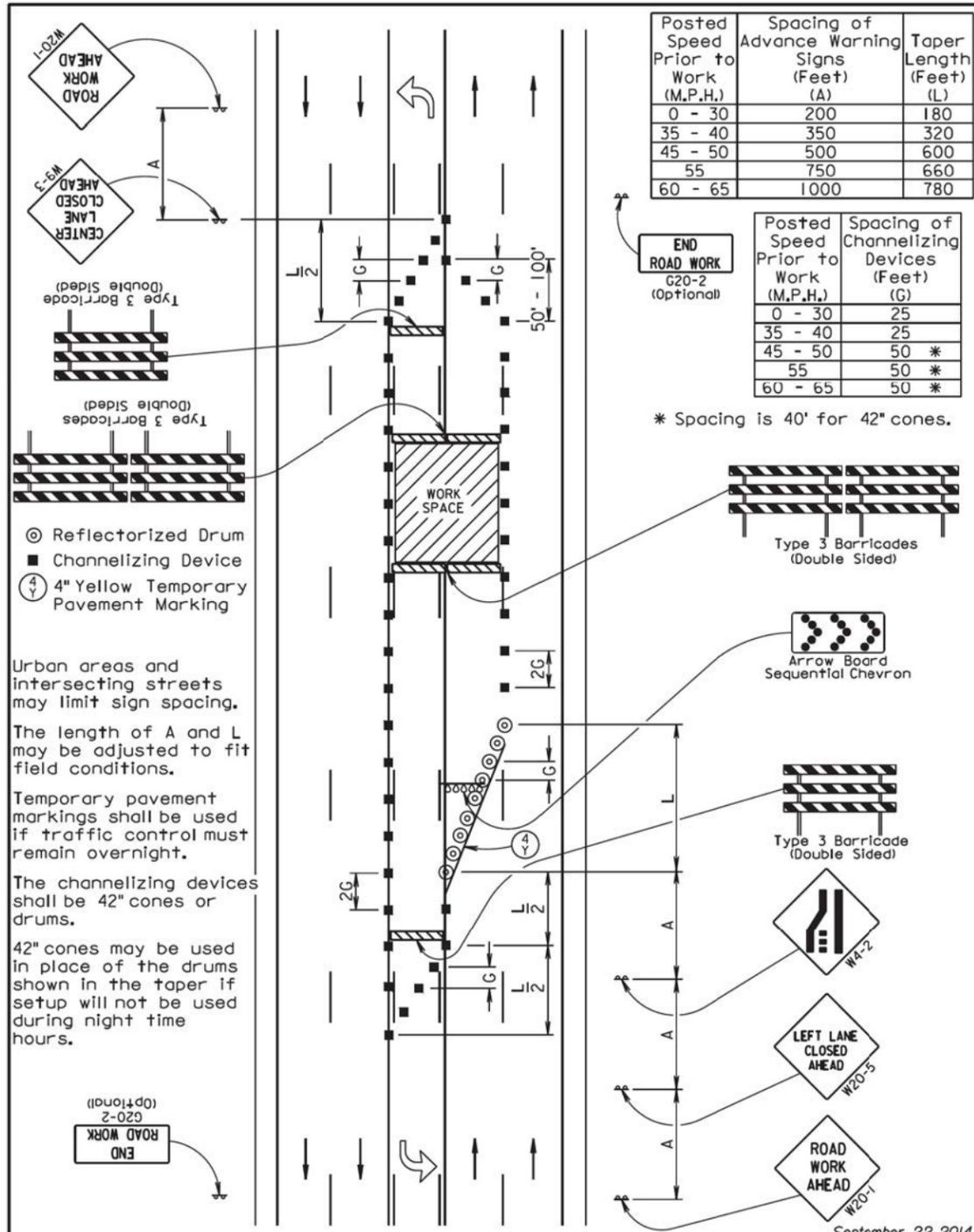
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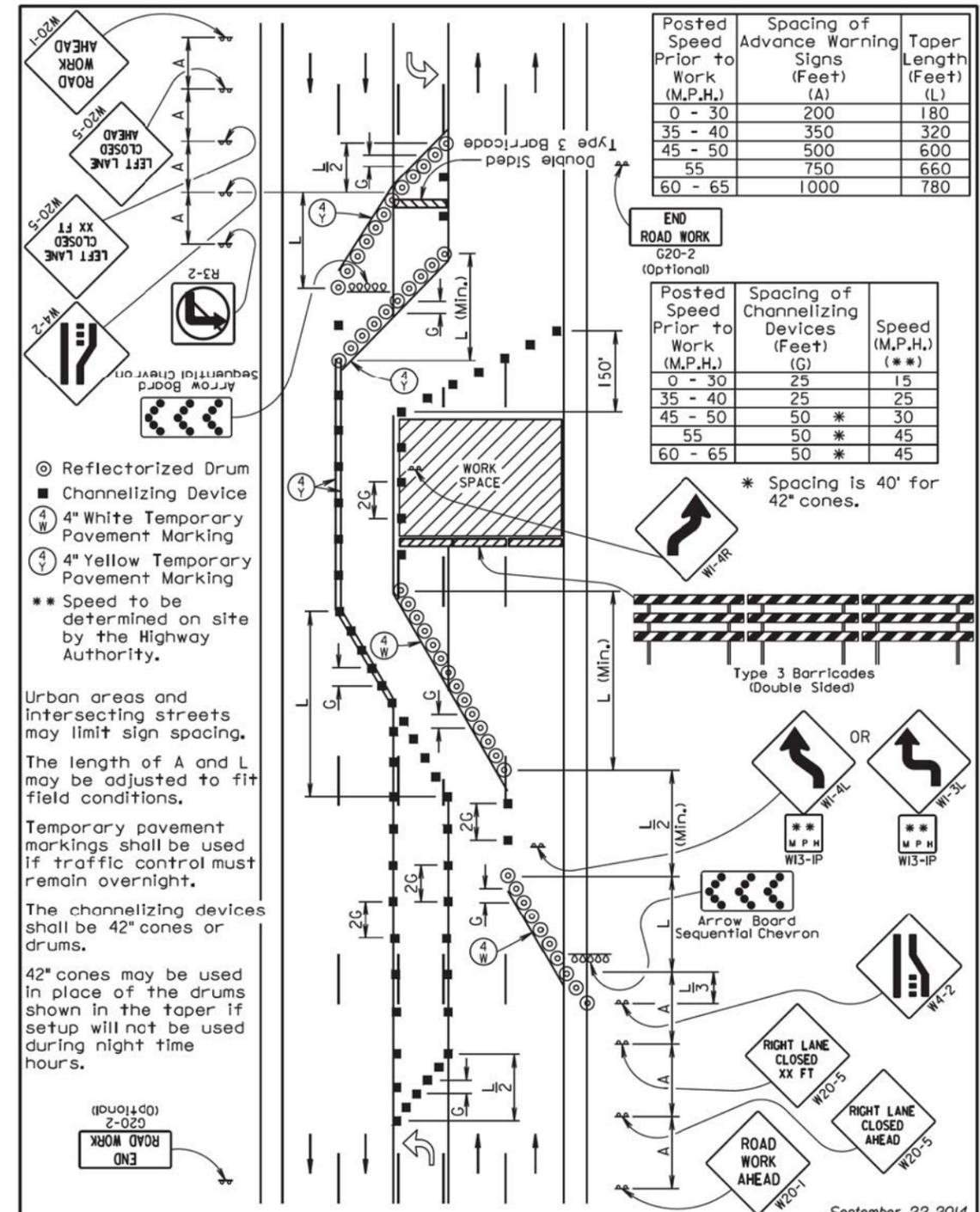
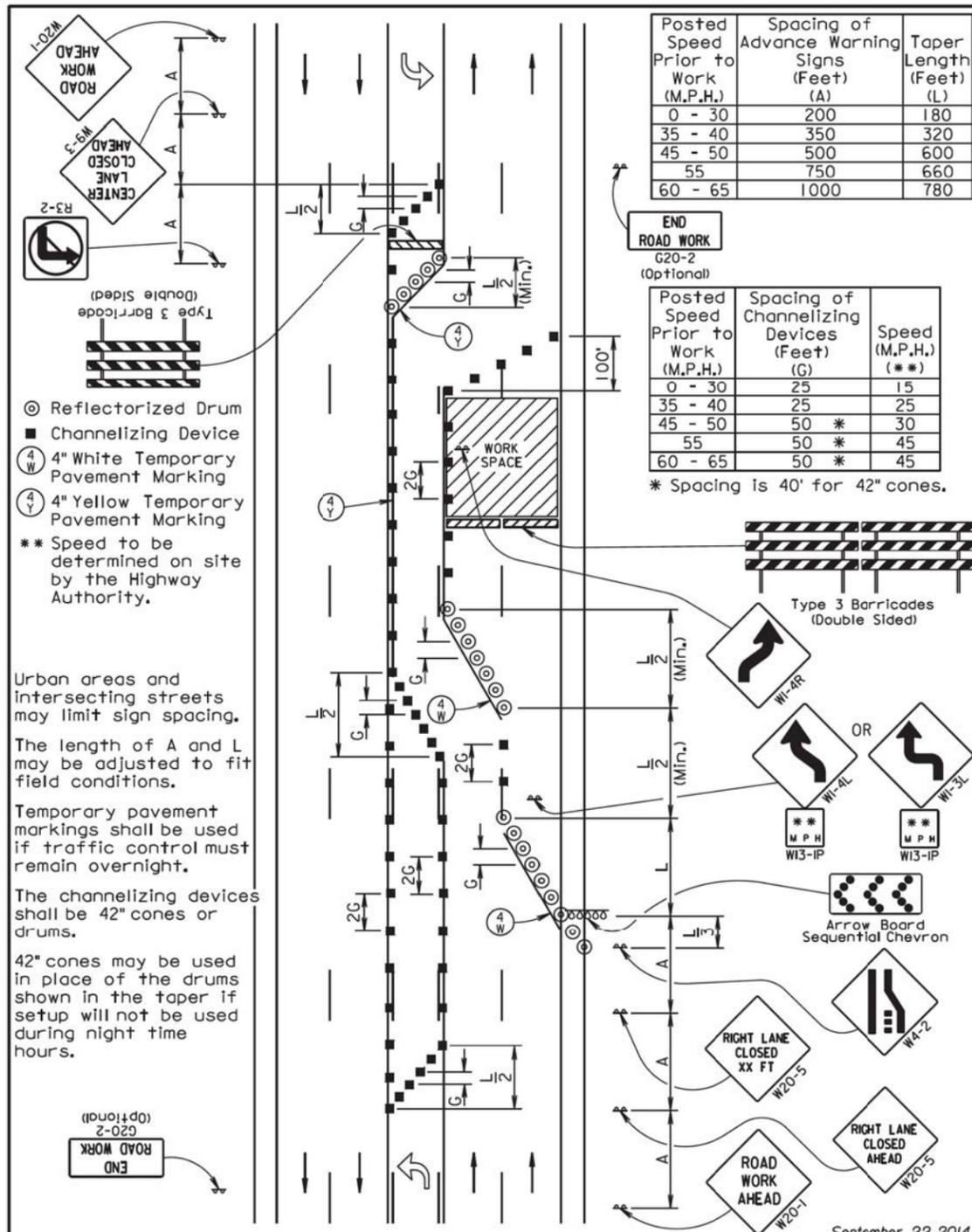
GUIDES FOR TRAFFIC CONTROL DEVICES
5-LANE, CENTER LANE CLOSED

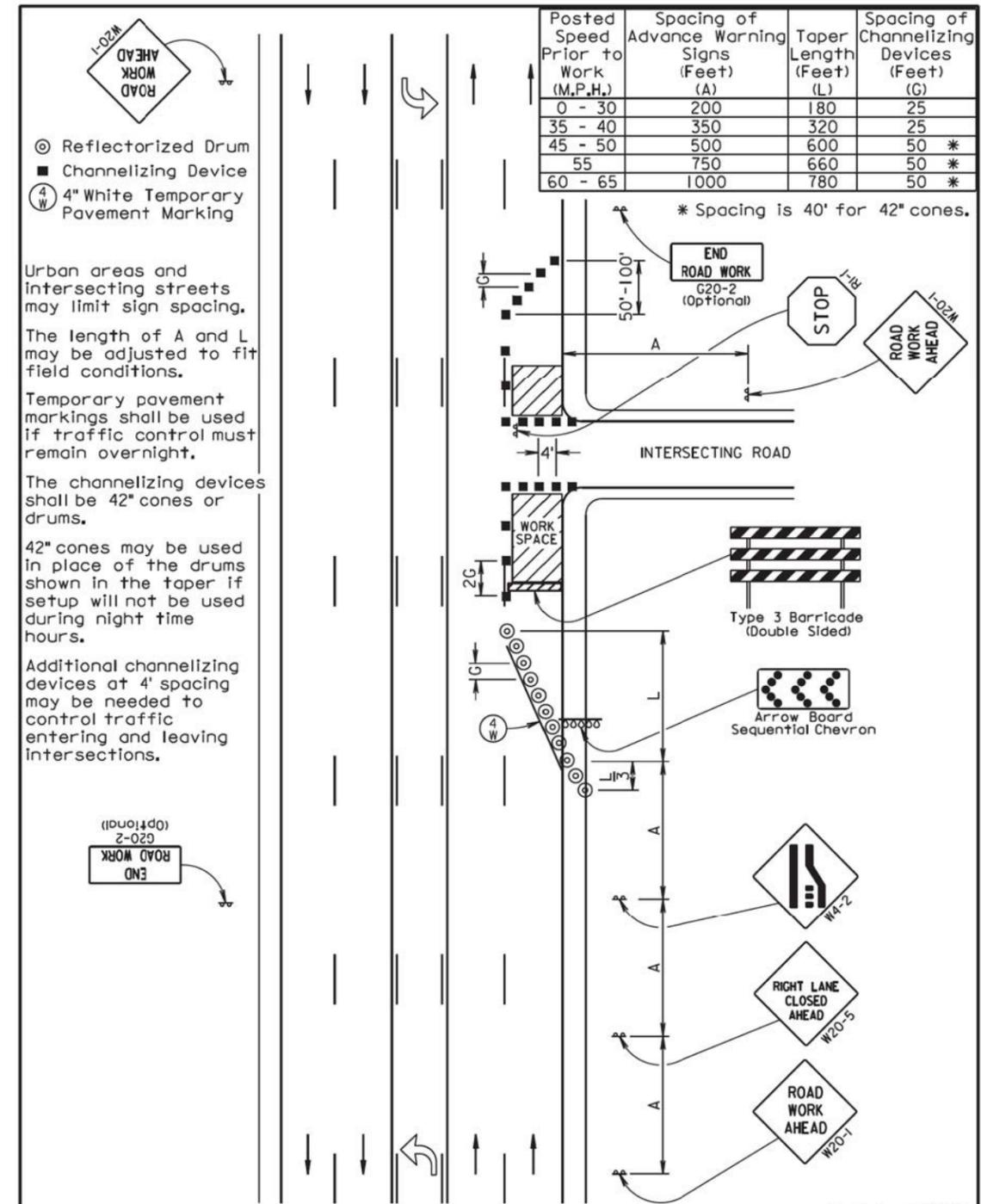
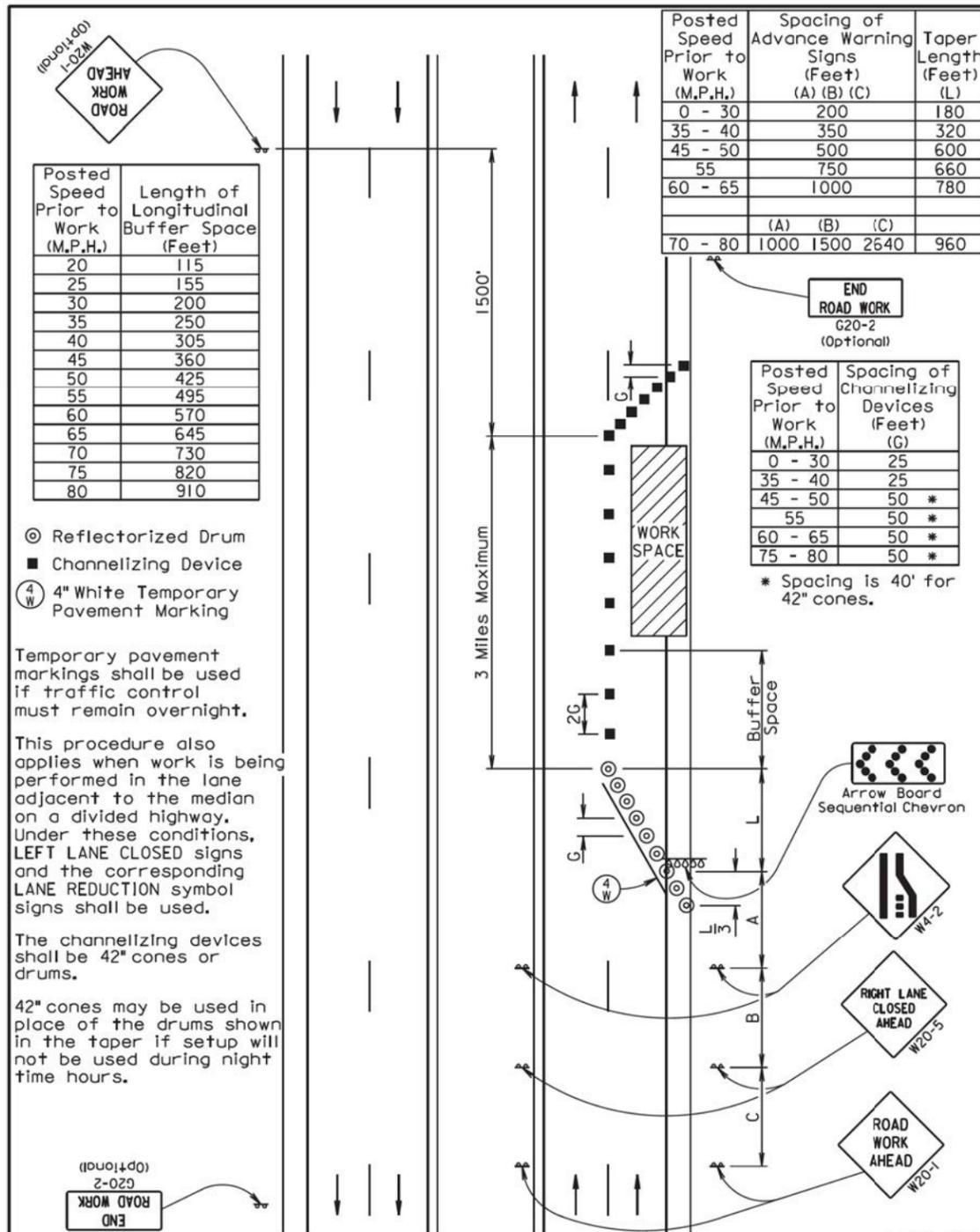
PLATE NUMBER
 634.55

Published Date: 4th Qtr. 2015

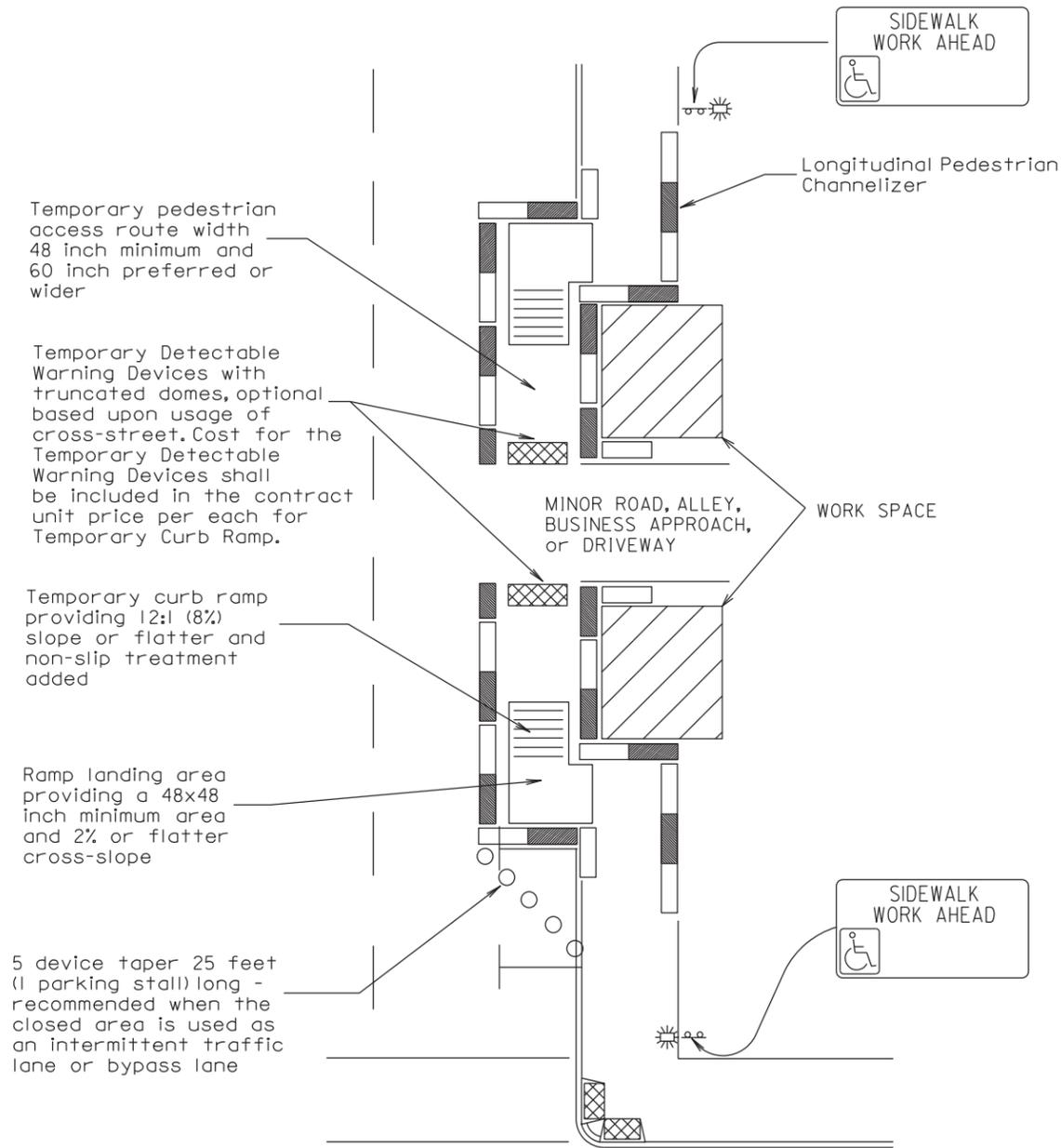
Sheet 1 of 1







LOW-SPEED ROADWAY



Temporary pedestrian access route width 48 inch minimum and 60 inch preferred or wider

Temporary Detectable Warning Devices with truncated domes, optional based upon usage of cross-street. Cost for the Temporary Detectable Warning Devices shall be included in the contract unit price per each for Temporary Curb Ramp.

Temporary curb ramp providing 12:1 (8%) slope or flatter and non-slip treatment added

Ramp landing area providing a 48x48 inch minimum area and 2% or flatter cross-slope

5 device taper 25 feet (1 parking stall) long - recommended when the closed area is used as an intermittent traffic lane or bypass lane

- Audible Message Device
- Longitudinal Pedestrian Channelizer
- Temporary Detectable Warning Device

**GUIDES FOR PEDESTRIAN TRAFFIC CONTROL DEVICES
SIDEWALK BY-PASS FOR LOW SPEED ROADWAY**

Temporary Curb Ramps shall be 48" minimum width with a firm, stable and non-slip surface. Protective edging with a 2" minimum height shall be installed when the curb ramp or landing platform has a vertical drop of 6" or greater or has a side apron slope steeper than 1:3 (33%). Protective edging should be considered when curb ramps or landing platforms have a vertical drop of 3" or more.

Detectable edging with 6" minimum height and contrasting color shall be installed on all curb ramp landings where the walkway changes direction (turns).

Curb ramps and landings should have a 1:50 (2%) max cross-slope.

Clear space of 48"x48" minimum shall be provided above and below the curb ramp.

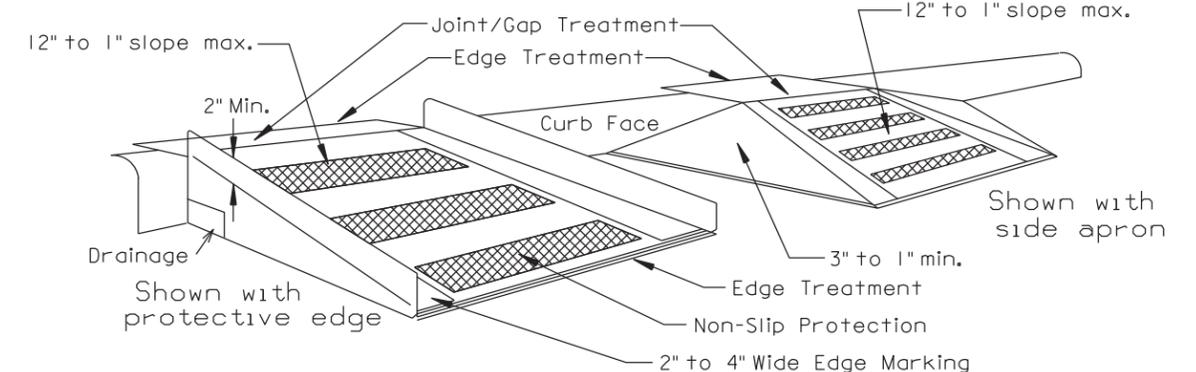
The curb ramp walkway edge shall be marked with a contrasting color 2" to 4" wide marking. The marking is optional where color contrasting edging is used.

Water flow in the gutter system shall have minimal restriction.

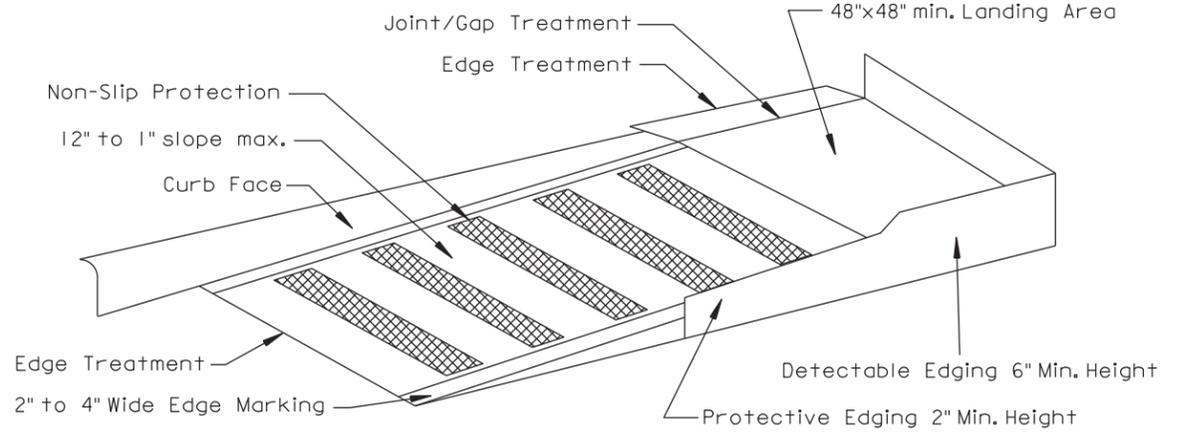
Lateral joints or gaps between surfaces shall be less than 0.5 inches wide.

Changes between surface heights should not exceed 0.5 inches. Lateral edges should be vertical up to 0.25 inches high and beveled at 1:2 between 0.25 in. and 0.5 in height.

All costs for the Temporary Curb Ramps, including labor, materials, equipment to install, maintain and remove the ramp, landing area, edge treatment, temporary detectable warning devices and detectable edging shall be included in the unit cost per Each for Temporary Curb Ramp.



Temporary Curb Ramp - Perpendicular to Cu

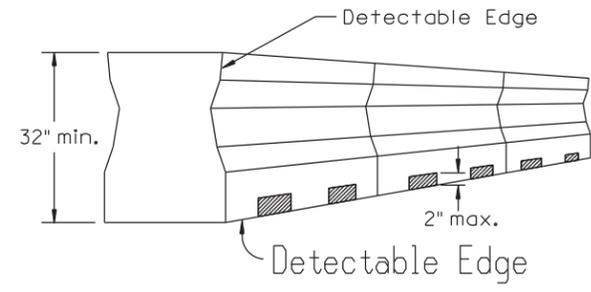


Temporary Curb Ramp - Parallel to Curb

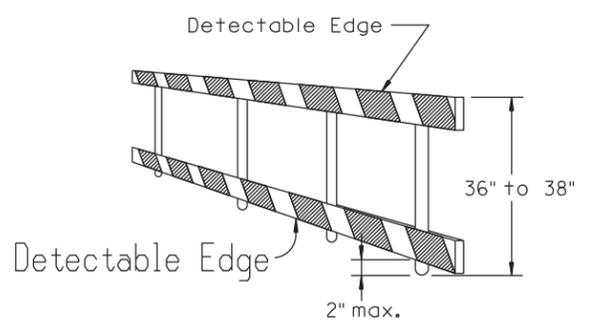
**GUIDES FOR PEDESTRIAN TRAFFIC CONTROL DEVICES
PEDESTRIAN DETOURS**

FOR BIDDING PURPOSES ONLY

Longitudinal Pedestrian Barricade
(used to separate pedestrians and vehicles)



Longitudinal Pedestrian Channelizer
(used to guide pedestrians in areas where no vehicles)



To prevent any tripping hazard to pedestrians, ballast shall be located behind or internal to the device. Any support on the front of the device shall not extend into the 48 inch minimum walkway clear space and shall have 0.5 inch maximum height above the walkway surface with approved beveling.

Detectable edges for long canes shall be continuous and 6 inches minimum high above the walkway surface and have color or markings contrasting with the walkway surface.

Devices shall not block water drainage from the walkway. A gap height or opening from the walkway surface up to 2 inches maximum height is allowed for drainage purposes.

Railings or other objects may protrude a maximum of 4 inches into the walkway clear space when located 27 inches minimum above the walkway surface.

Longitudinal channelizing devices for pedestrians shall be 32 inches high or greater. They shall not block sight distance for motorists.

- When hand guidance is required, the top rail or top surface shall:
- * be in a vertical plane perpendicular to the walkway above the detectable edge
 - * be continuous at a height of 36 to 38 inches above the walkway surface, and
 - * be supported with minimal interference to the pedestrians hands or fingers.

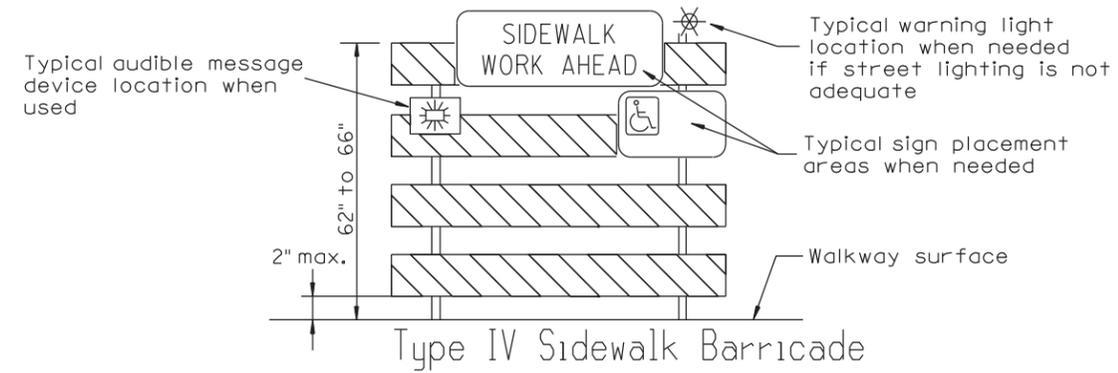
All devices shall be free of sharp or rough edges, and fasteners (bolts) shall be rounded to prevent harm to hands, arms or clothing of pedestrians.

All devices used to channelize pedestrian flow should interlock such that gaps do not allow pedestrians to stray from the channelized path.

Any pedestrian devices used to provide positive protection (traffic or hazard) for pedestrians or workers shall meet crashworthy requirements appropriate for the barriers application.

All costs for furnishing and installing the Longitudinal Pedestrian Barricade shall be incidental to the contract unit price per linear foot for Longitudinal Pedestrian Barricade.

All costs for furnishing and installing the Longitudinal Pedestrian Channelizer shall be incidental to the contract unit price per linear foot for Longitudinal Pedestrian Channelizer.



All costs for furnishing and installing the Type IV Sidewalk Barricade shall be incidental to the contract unit price per unit for Type IV Sidewalk Barricade .

When crosswalks, sidewalks or other pedestrian facilities are blocked, closed or relocated, temporary facilities shall include accessibility features.

An approved audible message device or tactile message should be provided for sight-impaired pedestrians. When used, a message device should provide a complete physical description of the temporary pedestrian detour including duration, length of (and/or distance to) the by-pass, any restrictions or hazards and project information. The number and locations of devices should be determined for each project prior to starting work. The Audible Message Device shall be paid for on a per each basis.

No vehicles, equipment or materials shall block sidewalks, pedestrian ramps or other pedestrian infrastructure without approval of the engineer.

The International Symbol of Accessibility should be displayed when any walkway through a work zone has been determined to be ADA compliant. The Symbol of Accessibility shall not be displayed if persons with disabilities should not use the primary temporary pedestrian detour. The reason for the non-compliance should be posted and an alternate route should be posted when the primary temporary pedestrian detour is non-compliant to ADA standards.

Conditions that are beyond recommended standards should be documented. A walkway is non-compliant if it is missing key ADA elements such as curb ramp(s) truncated domes and detectable edging. Other restrictions or hazards may include insufficient width or pinch-point widths, traffic conflicts, steep grades, non-continuous railings, tripping hazards, or uneven/rough/soft surface conditions, etc.

Pedestrian traffic signal displays controlling closed crosswalks shall be covered.

When a sidewalk is closed but workers are present who will provide assistance or directions to pedestrians, then the devices as shown are not required.

Where high speeds and/or high traffic volumes are anticipated, movable concrete barrier should be used to separate the temporary pedestrian walkway from vehicular traffic.

When both sides of a temporary pedestrian bypass require channelizing devices, then the devices should be a similar type (railing system, barricade, or fencing system), excluding when TTC barrier (such as concrete barrier) is used to protect pedestrians from an open traffic lane.